

**B.R. 121(1)/1936**

**FOR OFFICIAL USE ONLY**

*Not to be communicated to anyone outside H.M. Service*

**ADMIRALTY  
FLEET ORDER  
VOLUME  
1936**

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**PART I—FLEET EDITION**

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PART I—FLEET EDITION

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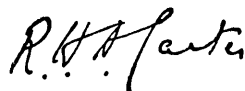
ADMIRALTY, S.W.1,

30th December, 1937.

Admiralty Fleet Orders, other than those containing amendments to books, that have been issued in the general series up to 31st December, 1936, which it is essential to retain for general reference, are reprinted in this volume. They have not been generally revised and care should be taken to comply with any later instructions.

The Admiralty Fleet Order Volume, 1935, and Orders issued in the general series during the year 1936, are to be dealt with as directed in paragraph 20 of the instructions opposite.

By command of their Lordships,

A handwritten signature in dark ink, appearing to read 'R. H. A. Carter', written in a cursive style.

*To all Commanders-in-Chief,  
Flag Officers, Senior Naval  
Officers, Captains and  
Commanding Officers of  
H.M. Ships and Vessels,  
Superintendents or Officers  
in charge of H.M. Naval  
Establishments and Ad-  
miralty Overseers concerned.*

# ADMIRALTY FLEET ORDERS

## INSTRUCTIONS

1. **Definition.**—Admiralty Fleet Orders is the title adopted for printed orders and instructions, not in the form of books of regulations or instruction, and other communications promulgated by the Admiralty, that have general application to ships or naval establishments, or to the various Admiralty Overseers.

2. **Date of Issue.**—Admiralty Fleet Orders are issued weekly on Thursday, but an urgent communication of general interest that cannot await the next weekly issue may be promulgated in a special issue. A complete list of Admiralty Fleet Orders issued during the week that are not restricted to the separate series mentioned in paragraph 14 is printed with each weekly issue, the various orders being classified in accordance with paragraph 9.

3. **Specially Urgent Orders.**—A communication of general interest and of such urgency that it is promulgated in the first instance by letter, or by telegram, is issued also as an Admiralty Fleet Order, unless it is merely temporary and informative.

4. **Action on Receipt.**—Officers concerned are to act upon Admiralty Fleet Orders without waiting for formal directions from their Commander-in-Chief, Superintendent, or Senior Officer, unless otherwise directed, any necessary reports being forwarded through the proper channels.

5. **Publication, and Sale Copies.**—Admiralty Fleet Orders (except as mentioned below) are marked **FOR OFFICIAL USE ONLY**, and are not to be divulged to anyone outside H.M. Service, but the Admiralty reserves the right to communicate to the public press any order of general interest which may be published without detriment to the Service. Such orders are distinguished by an asterisk placed against the number of the order. A selection of orders thus made public is printed separately quarterly and placed on sale. Copies can be obtained through any bookseller, or direct from H.M. Stationery Office.

6. **Notice Boards Edition.**—Orders of general interest to the fleet are reprinted in poster form for display on ships' notice boards. Orders that are merely temporary and informative, such as those giving sports notices, results of competitions, and disposals of canteen funds, also are included in the Notice Boards Edition, but only the number and subject of such orders are shown in the Fleet and Fleet and Shore Establishments Editions. If any such order may be required for reference for more than three months it is printed in full in the Fleet and Fleet and Shore Establishments Editions.

7. **Confidential Orders.**—Any order that ought to be seen only by officers is marked **CONFIDENTIAL** and is issued separately, but the number of the order, with a note that it has been issued confidentially, is included in the non-confidential issue. The separate issues of Confidential Admiralty Fleet Orders are serially numbered. Up-to-date technical information in Confidential Admiralty Fleet Orders is to be communicated to ratings concerned, who are serving in ships not directly affected by the orders, to a sufficient extent to ensure that in the event of transfer to a ship that has been affected by the orders, they shall have an adequate knowledge of recent developments.



8. **Separate Series.**—Admiralty Fleet Orders are issued in separate series according to the subject matter, and are numbered consecutively starting at number 1 in each series at the beginning of each calendar year.

9. **General Series.**—Orders in the general series are classified in sections as follows :—

#### SECTION 1

##### ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, ETC.

Station Limits : Fighting Efficiency of Ships : Fleet Air Arm Administration : Internal Organisation of Ships : Navigation and Seamanship : Fleet Exercises and Practices.

#### SECTION 2

##### PERSONNEL, PAY, SERVICES, DISCIPLINE, ETC.

#### SECTION 3

##### G., T., N., E., ETC., AND STORES ; HULL, EQUIPMENT AND FITTINGS

*Note.*—Orders in this section are arranged according to the department of ship concerned, orders concerning more than one department being included under *General*, as follows, but this arrangement is not made in the annual volume.

##### *Gunnery*

Guns, Mountings, Ammunition, Turrets, Directors, Fire Control, Diving Apparatus, Magazines, etc., and Stores.

##### *Torpedo*

Torpedoes, Tubes, Mines and Minesweeping, Depth Charges, Paravanes, Electrical Equipment, Anti-gas, Aircraft Torpedoes, etc., and Stores.

##### *Navigation*

Navigation Stores, Sextants, Compasses, Charts, Anchors, Sails, etc.

##### *Engineer*

Main and Auxiliary Engines, Boilers, other Machinery in charge of the Engineer Officer, including Catapults, Coal and Oil Fuel, and Engineering Stores.

##### *Signals*

W/T and V/S Apparatus and Stores.

##### *Anti-Submarine*

Asdics, Hydrophones and Echo Sounding and Stores.

##### *General*

Hull, Armour, General Equipment and Fittings, etc., and Orders affecting two or more Departments.

#### SECTION 4

##### OTHER STORES—NAVAL STORES\*, VICTUALLING, MEDICAL, ETC., STORES, AND CONTRACTS

(\*Not included under Section 3.)

SECTION 5  
BOOKS, FORMS, RETURNS, CORRESPONDENCE

SECTION 6  
SHORE ESTABLISHMENTS

Orders affecting only Shore Establishments.

10. **Editions.**—Non-confidential orders of the general series are printed in two editions :—

- (a) Fleet Edition—containing only Sections 1 to 5—issued to H.M. ships.
- (b) Fleet and Shore Establishments Edition—containing all sections—issued to shore establishments, Admiralty overseers, and other authorities. Copies of this edition, additional to the Fleet Edition, are supplied, for information, to all flag officers and senior officers.

11. **Diagram Issue.**—Diagrams referred to in Admiralty Fleet Orders are numbered consecutively. They are printed separately in a serially numbered diagram issue, except that diagrams referred to in Confidential Admiralty Fleet Orders are attached to the orders.

12. **Amendments to Books**—see paragraph 14.

13. **Index.**—An index to all Admiralty Fleet Orders extant in the general series is revised quarterly and issued as a separate publication. It consists of a general index, and of separate indexes to the orders concerning the gunnery, torpedo, signal departments, and amendments to books, respectively, together with a list of cancelled orders and the orders by which they are superseded.

14. **A., K.R., P., and S. Series.**—The following are additional to the general series of Admiralty Fleet Orders :—

- A. Series.—Containing Admiralty decisions upon proposed alterations and additions to ships, and distributed only to technical officers concerned—numbered A.1, A.2, etc.
- K.R. Series.—Containing formal amendments to the King's Regulations and Admiralty Instructions—numbered K.R.1, K.R.2, etc.
- P. Series.—Containing formal amendments from 1st January, 1937, to books of the B.R., O.U. (other than Signal Books) and C.B. series generally, and to other books of regulations and instructions, etc.—numbered P.1, P.2, etc. These orders are printed and distributed as detailed in A.F.O. 333/37.
- S. Series.—Containing orders on signalling matters and amendments to signal publications of the S.P. series, and signal books of the O.U. and B.R. series—numbered S.1, S.2, etc. Special instructions applicable to orders of the S. series are promulgated therein.

15. **References.**—Relevant orders, and books of instructions affected, are quoted in brackets at the end of an Admiralty Fleet Order. References to Admiralty Fleet Orders are made as follows :—

Admiralty Fleet Order	...	...	A.F.O. No./Year.
Confidential Admiralty Fleet Order	...	...	C.A.F.O. No./Year.
Admiralty Fleet Order, A. series	...	...	A.F.O. A. No./Year.
Admiralty Fleet Order, P. series	...	...	A.F.O. P. No./Year.
Admiralty Fleet Order, S. series	...	...	A.F.O. S. No./Year.
Admiralty Fleet Order, K.R. series	...	...	K.R. No./Year.

16. **Scale of Supply.**—Admiralty Fleet Orders are distributed in accordance with the scales shown below.

	<i>General Series**</i>	<i>C.A. F.Os.</i>	<i>Dia- gram Issue.</i>	<i>Notice Boards Issue.</i>	<i>K.R. Series.</i>	<i>S. Series. ††</i>
†Flag Officers and Staffs ...	6	6	4	6	5	3
†Commodores and Staffs ...	3	3	3	2	3	3
†Captains (D), &c., and Staffs ...	4	4	3	2	4	3
"Courageous" ...	24	16	6	8	16‡	40
"Furious" ...	24	16	7	9	14‡	60
Other Aircraft Carriers ...	20	12	6	8	10‡	40
Battleships, Battle Cruisers, Improved "Birmingham," "Kent," "Norfolk," "York," "London" and "Leander"						
Class Cruisers, Depot Ships for Destroyers or Sub- marines, and Repair Ships	16*	8	6	8	8‡	40
H.M.S. "Vindictive" ...	16*	8	6	8	15‡	6
Other Cruisers ...	10	8	5	6	8‡	40
Netlayers ...	7	2	2	3	4‡	40
Monitors (Large) ...	4	4	2	2	3‡	40
Flotilla Leaders, Destroyers, Minelayers, Monitors (Small), Surveying Ships, River Gunboats, Escort and Patrol Vessels ...	2	2	1	2	3‡	2
Minesweepers ...	2	2	1	2	2‡	2
Escort and Patrol Vessels centrally stored ...	4	2	1	2	3‡	2
Submarines ...	1	1	1	1	1	1
§Registered R.F.A.s ...	2	—	—	—	—	—
Ships in Reserve :—						
Parent Ships ...	10	6	4	8	7‡	2
Tenders ...	1	1	1	1	2	1
Commissioned Trawlers, and Tugs manned by Naval crews ...	1	1	1	1	2	1
Hospital Ships ...	3	1	1	3	3‡	—

\*\* Non-confidential orders.

\* The Commanding Officer is responsible for distribution within the ship as he thinks fit, but the number approved provides one copy for each of the following :—Captain ; Commander ; G., T., N., Engineer, Medical, Accountant, and R.M. Officers ; Captain's, Ship's and Victualling Offices ; Accounting Officer for Explosives ; Regulating Office (for Divisional Officers and M.A.A.) ; also one copy for Central Store Officer (and for Central Store Office), leaving one spare copy.

† All Flag Officers and Senior Naval Officers are to be supplied with two or more copies of the Fleet and Shore Establishments Edition, for information, with the Fleet Edition (paragraph 10 (b)).

‡ Includes one copy for ship's library.

§ The intention is that one copy shall be available for the Visual Department, one for the W/T Office, one for the Cypher Officer, and the fourth for the Captain's Office, or such other place as the Captain may direct.

†† Not applicable to S. orders amending signal publications of the S.P. series and certain signal books in the O.U. series.

§ R.F.A. oilers and store carriers are supplied from the Admiralty direct. Other registered R.F.A.s (*i.e.*, excluding yard craft) are to be supplied from the port on which they are based.

**17. Despatch from Admiralty.**—Admiralty Fleet Orders of the various editions and series are distributed from the Admiralty to authorities at home, weekly, in one operation, so far as this is practicable (*see* paragraph 2), to facilitate local distribution, but the supplies of confidential orders for authorities abroad are despatched separately from the supplies of non-confidential orders, so that the latter may not be delayed through lack of opportunity for conveyance of the confidential orders.

**18. Any failure to receive supplies,** or the receipt of copies in excess of requirements, should be reported immediately.

**19. Annual Volume.**—All Admiralty Fleet Orders, other than those containing amendments to books, extant in the general series are reviewed annually, and those which it is essential to retain for general reference are reprinted, with their original numbers, in volume form. The annual Admiralty Fleet Order volume is in three separate parts :—

Part I—Fleet Edition.—Containing non-confidential orders issued in sections 1 to 5.

Part II—Confidential.—Containing confidential orders (all sections).

Part III—Shore Establishments Edition.—Containing non-confidential orders issued in section 6.

Part I also contains :—

- (i) A numerical list of the orders in the volume showing the section in which each order appears.
- (ii) A list giving the number and subject and disposal of each order not in the volume that was contained in the preceding annual volume, or was issued during the year.

Part II also contains a list of the orders included therein showing the section in which each appears.

*Note.*—

- (a) Orders of limited application on which action cannot be completed in the near future may be issued with a direction that they are to be retained until complied with. Such orders are not reprinted in the volume.
- (b) Orders not reprinted in the latest volume because they are considered to be sufficiently promulgated, although not obsolete, may be retained and referred to as necessary, but their confidential or official nature must be preserved, and the gist of the orders is to be given when they are quoted in official communications.

**20. Disposal of Superseded and Obsolete Orders.**—On receipt of the latest annual volume, orders not retained under Notes (a) and (b) of paragraph 19 are to be disposed of as follows :—

- (i) The weekly issues of the previous year, other than errata issues, are to be destroyed, the confidential orders, together with the confidential part of the superseded volume, being destroyed by fire. Formal certificates of destruction are not required.
- (ii) The non-confidential parts of the superseded volume are to be dealt with as laid down in paragraph 14 of Form O.U. 2A.

**21. Disposal on Paying off.**—Admiralty Fleet Orders are to be retained on board until a ship is finally paid off, when they are to be forwarded to the Commander-in-Chief at the port of paying off.

**22. Officers unemployed.**—Admiralty Fleet Orders issued in the general series will be forwarded weekly direct from the Admiralty to officers who are unemployed whilst on the active list, and who desire to be supplied with them, but confidential orders will not be supplied to officers below the rank of Captain.

An officer who desires to receive copies should forward an application to the Secretary of the Admiralty (Editor of Fleet Orders), and should give the address at which he will be. Only the officer's real address can be accepted. The orders cannot be sent abroad or forwarded to a banker's or club address. Supply will cease when an officer takes up a naval appointment or is placed on the retired list.

It must be clearly recognised that Confidential Admiralty Fleet Orders are strictly confidential and that the other copies are for official use only. An officer, when forwarding the application, must give an assurance that all copies will be kept under lock and key, that every precaution will be taken against their being mislaid, and that their confidential or official nature will be preserved by him. Further, on each 1st January he will be required to forward a certificate to the Secretary of the Admiralty (Editor of Fleet Orders) that the documents are in safe custody. When a recipient takes up a naval appointment, or proceeds abroad, or is retired, he is to forward a certificate of destruction of orders that have been supplied to him.

## SECTION LIST

(Showing the Sections in which Admiralty Fleet Orders in the 1936 Volume appear.)

Numbers in italics refer to C.A.F.Os. (shown in Part II of this volume).

A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.
<b>1920.</b>		<b>1929.</b>		<b>1931</b>		<b>1932</b>	
992	6	2	1	( <i>contd.</i> )		( <i>contd.</i> )	
2157	2	3	1	859	6	2023	2
3657	2	4	1	975	2	2024	2
3680	2	5	1	1003	3	2048	3
<b>1921.</b>		172	1	1131	2	2074	2
12	2	184	1	1133	1	2138	3
1307	2	710	3	1356	2	2171	2
<b>1923.</b>		973	6	1561	2	2273	2
449	2	1202	2	1580	3	2399	2
468	6	1278	6	1610	2	2401	2
2590	5	1308	2	1629	3	2447	3
<b>1924.</b>		1517	1	1754	4	2618	2
762	2	1549	3	1811	3	2630	3
1295	3	1864	3	1831	6	2658	2
1371	6	1870	1	1889	5	2846	1
1865	2	1871	1	1909	2	2851	2
1881	3	1955	2	1995	6	2898	3
1990	2	1967	3	2089	2	2904	3
3367	4	1997	1	2100	6	2947	2
<b>1925.</b>		2135	3	2208	6	3009	3
61	5	2175	2	2343	3		
1550	6	2337	1	2562	6	<b>1933.</b>	
1558	6	2452	3	2631	4	5	2
1893	2	2797	3	2737	2	23	3
2370	3	3004	3	2810	3	25	3
2959	3	3046	1	3007	2	27	3
3536	3	3215	1			140	1
<b>1926.</b>		<b>1930.</b>		<b>1932.</b>		150	2
2583	3	345	3	92	3	161	3
2889	3	366	3	131	3	185	3
3038	2	435	6	203	6	186	3
3546	3	436	6	251	2	196	4
3548	3	577	2	351	2	236	3
<b>1927.</b>		650	3	594	1	258	1
159	3	880	6	619	3	267	2
510	5	1026	3	777	4	370	6
579	2	1077	3	944	3	381	2
628	1	1132	2	1003	2	396	3
1286	2	1277	2	1052	6	412	5
1328	3	1366	3	1114	6	432	1
1406	2	1487	2	1214	4	442	2
1461	2	1493	2	1240	2	448	2
2135	3	1827	4	1337	6	473	3
2168	2	2783	1	1445	3	501	2
2327	6	2809	3	1467	4	533	3
2347	3	2985	3	1484	6	592	2
2380	1	3097	6	1569	4	617	3
2910	1	3138	2	1624	3	620	3
<b>1928.</b>		3200	2	1664	1	630	5
57	1	3277	4	1667	1	634	6
64	2			1670	2	637	1
422	5	<b>1931.</b>		1793	2	688	2
919	1	2	1	1796	2	700	2
927	2	144	3	1815	3	725	3
1463	2	193	6	1835	6	773	3
1672	6	238	2	1924	1	831	3
1837	6	277	1	1928	2	915	2
2232	3	400	6	1929	2	920	2
2416	3	428	1	1935	2	933	3
2655	1	542	6	1945	3	944	4
2895	6	543	3	1954	3	955	6
2944	6	796	2	2021	2	981	3
						983	4



A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.
<b>1935</b> ( <i>contd.</i> )		<b>1936</b> ( <i>contd.</i> )		<b>1936</b> ( <i>contd.</i> )		<b>1936</b> ( <i>contd.</i> )	
2510	2	220	3	685	3	1105	3
2523	3	222	3	686	3	1106	4
2533	3	224	3	687	3	1161	1
2552	6	231	3	689	3	1171	2
2573	3	233	4	694	3	1172	2
2589	3	240	6	695	3	1173	2
2634	3	251	2	697	3	1176	2
2651	1	255	2	700	3	1195	3
2652	1	258	2	706	4	1200	3
2663a	3	273	3	716	5	1205	4
2665	3	274	3	718	6	1207	5
2678	3	279	3	723	1	1213	6
2744	2	280	3	724	1	1224	2
2745	2	283	3	733	2	1228	2
2764	3	296	5	740	3	1231	2
2765	3	317	3	742	3	1232	2
2800	2	319	3	744	3	1235	2
2808	3	321	3	748	3	1255	3
2819	3	322	3	752	3	1258	3
2824	3	324	3	759	3	1261	3
2848	3	325	3	765	3	1277	6
2850	3	330	3	793	6	1285	2
2853	3	338	6	799	2	1291	2
2872	5	386	1	803	3	1294	2
2908	3	387	1	805	3	1304	3
2916	3	389	1	808	3	1307	3
2998	2	397	2	812	3	1308	3
3002	2	400	2	813	3	1312	3
3025	3	405	3	814	3	1318	3
3026	3	406	3	815	3	1335	6
3029	4	411	3	817	3	1341	2
3030	4	420	3	830	6	1348	3
3052	2	421	3	869	2	1351	3
3071	3	422	3	879	3	1353	3
3076	3	424	3	880	3	1357	3
3080	3	430	4	887	3	1363	3
3082	6	468	3	889	3	1413	2
3085	3	479	5	890	3	1414	2
3100	6	483	6	894	3	1427	3
3101	6	484	3	897	3	1434	3
		485	1	906	6	1440	3
		491	2	912	2	1445	3
		492	2	917	2	1454	5
<b>1936</b>		502	3	918	2	1465	2
11	2	503	3	922	3	1468	2
19	2	504	3	923	3	1471	2
36	3	508	3	939	1	1490	3
41	3	522	6	942	2	1495	3
48	3	536	2	953	3	1499	3
51	3	541	3	957	3	1500	3
109	2	548	3	961	3	1501	3
118	3	549	3	962	3	1506	3
122	3	553	3	966	3	1509	5
123	3	554	3	969	3	1512	5
126	3	558	3	973	3	1521	6
128	3	559	3	984	4	1526	2
130	3	562	4	995	6	1530	1
146	6	572	6	997	6	1535	2
153	2	580	6	1010	2	1541	2
155	2	651	3	1021	3	1548	3
156	2	653	3	1024	3	1549	3
160	3	663	6	1039	3	1556	3
167	3	665	6	1075	2	1560	3
171	3	668	1	1081	3	1572	5
187	6	669	1	1082	3	1577	6
209	3	670	1	1089	3	1578	6
218	3	671	1	1094	3	1591	2



A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.	A.F.O.	Section.
<b>1936</b> ( <i>contd.</i> )		<b>1936</b> ( <i>contd.</i> )		<b>1936</b> ( <i>contd.</i> )		<b>1936</b> ( <i>contd.</i> )	
1605	3	2039	1	2486	2	2834	2
1607	3	2042	2	2497	3	2843	3
1609	3	2058	3	2498	3	2844	3
1613	3	2059	3	2500	3	2846	3
1619	3	2060	3	2501	3	2848	3
1690	2	2062	3	2503	3	2857	3
1702	3	2080	5	2505	3	2861	4
1705	3	2081	5	2506	3	2873	2
1710	3	2087	2	2508	3	2876	1
1713	3	2090	2	2509	3	2878	2
1720	3	2091	2	2513	3	2882	2
1723	3	2111	3	2526	2	2894	3
1725	3	2113	3	2527	2	2896	3
1726	3	2115	3	2535	3	2897	3
1728	3	2116	3	2536	3	2900	3
1748	1	2119	3	2539	3	2901	3
1755	2	2122	3	2564	2	2903	3
1769	3	2124	3	2570	2	2909	3
1771	3	2130	3	2576	3	2911	3
1772	3	2133	3	2578	3	2921	5
1773	3	2134	3	2579	3	2981	2
1779	3	2136	3	2581	3	2983	2
1783	4	2138	4	2583	3	2984	2
1785	4	2144	5	2586	3	2985	2
1792	6	2158	2	2590	3	2995	3
1794a	1	2161	2	2601	5	2996	3
1794b	1	2165	2	2607	1	2999	3
1794d	1	2171	3	2619	2	3000	3
1817	3	2174	3	2620	2	3001	3
1818	3	2181	3	2635	3	3003	3
1819	3	2198	6	2636	3	3014	6
1821	3	2252	2	2641	3	3023	2
1822	3	2253	2	2642	3	3028	2
1826	3	2256	3	2670	3	3034	3
1827	3	2257	3	2672	3	3036	3
1828	3	2264	3	2675	3	3037	3
1832	3	2265	3	2679	3	3040	3
1833	3	2272	3	2681	3	3041	3
1835	3	2275	3	2682	3	3042	3
1837	3	2278	3	2693	6	3045	3
1838	3	2279	5	2739	1	3051	3
1839	3	2286	2	2743	2	3052	3
1841	3	2290	1	2744	2	3055	3
1854	6	2299	2	2746	2	3059	4
1857	6	2311	3	2748	2	3073	1
1866	2	2317	3	2757	3	3074	1
1869	2	2318	3	2758	3	3075	1
1874	3	2320	3	2762	3	3079	2
1875	3	2321	3	2765	3	3084	2
1884	3	2322	3	2769	4	3085	2
1885	3	2346	6	2771	4	3091	2
1889	3	2354	1	2780	1	3093	2
1892	3	2356	2	2790	2	3099	3
1896	3	2358	2	2791	2	3101	3
1908	5	2359	2	2794	3	3105	3
1915	6	2364	3	2795	3	3107	3
1918	1	2368	3	2799	3	3111	3
1929	3	2377	3	2800	3	3112	3
1932	3	2380	3	2801	3	3113	3
1939	3	2383	4	2804	3	3114	3
1945	5	2422	3	2807	3	3124	3
1997	2	2423	3	2808	3	3128	5
1999	2	2425	3	2814	5	3135	5
2001	2	2426	3	2821	1	3136	5
2012	3	2428	3	2822	1	3145	6
2014	3	2435	4	2828	2		
2026	4	2477	2	2829	2		

## DISPOSAL LIST

(Showing the disposal of orders not in the 1936 Volume that were contained in the A.F.O. Volume 1935 or were issued during 1936.)

(a) = Obsolete.

(b) = Cancelled or superseded, and by what Admiralty Fleet Order.

(c) = Incorporated in other books of regulations or instruction, and where.

(d) = Considered sufficiently promulgated although not obsolete.

Orders marked § are formal amendments to Books of Regulations, etc. They are to be retained until they are included in Addenda to the Books or re-issued in the A.F.O. "P" Series.

A.F.O.	Subject.	Disposal.
1926		
451	Disposal of Personal Effects, etc., of Officers and Men of the Royal Air Force who die while serving with the Royal Navy and away from the R.A.F. Units to which they belong—Procedure and Accounting ... ..	(c) K.R. & A.I.
1927		
74	Royal Navy and Mercantile Marine—Maintenance of Good Relations ... ..	(b) C.A.F.O. 1970/37.
2501	Torpedo, Mining, and Electrical Drawings for Instructional Purposes—Re-organisation ... ..	(b) A.F.O. 173/37.
1928		
1480	Cartridges—Igniter Covers ... ..	} (d)
1993	Cooking and Baking Plant, Power-operated and otherwise, and other Domestic Machinery for H.M. Ships and Naval Shore Establishments—Classification on Purchase, etc. ... ..	
1929		
11	Denmark—Royal Salutes ... ..	(b) C.A.F.O. 3073/36.
745	Passages of Families of Naval and Civil Personnel Appointed to or Relieved from Stations Abroad—Deferment ... ..	} (d)
1719	Multiplane Kite Otters ( <i>Dockyards</i> ) ... ..	
1739	"Flower" Class Sloops—Periodical Trials ... ..	} (a)
2533	Projectiles, 8-in., Target-ship Practice ... ..	
2932	R.N.R. Ratings—Importance of Training Afloat ... ..	(b) C.A.F.O. 3091/36.
2990	Lewis Guns—Mounting in Boats ... ..	(c) B.R. 184/36.
3066	Storing Arrangements ( <i>Reserve Minesweepers, Home Dockyards, and Malta</i> ) ... ..	(b) A.F.O. 634/37.
1930		
82	Medical Records of Royal Air Force Personnel admitted to Naval Hospitals and Sick Bays ... ..	(b) A.F.O. 606/37.
1725	Boom Defence Training School, Rosyth—Revised Syllabus ... ..	} (d)
1977	Minesweeping Winch Reserve—REPORTS ... ..	
2611	Two-speed Destroyer Sweep—Armament Stores ... ..	(c) B.R. 366.
2677	Discipline—Investigations and Confessions ... ..	(c) B.R. 11.
3258	Gun Mountings, 7.5-in. C.P.V.—Modifications to Recoil Arrangements (" <i>Hawkins</i> " Class) ... ..	(a)
1931		
279	Reserve Fleet—Preparation of Vessels about to Join ... ..	(b) A.F.O. 1/37.
677	Infectious Diseases Isolation Hospitals—Use by Persons Resident within Admiralty Establishments ... ..	(c) Home Dockyard Regulations, Addendum 2 (1934), Art. 202A.
905	Quarry House, St. Leonards-on-Sea—General Facilities	(d)
1229	D.N.A. Form No. 818 (Baggage Voucher)—Disposal ... ..	(b) A.F.O. 815/37.
1329	Vaccines—Return of Bottles and Caps ... ..	(d)

A.F.O.	Subject.	Disposal.
1931—	(contd.).	
1990	Mountings, 6-in. P.XIII*—Gun Ready Lamp Contacts for Interceptors—REPORT ... ..	(d)
1991	Vickers Machine Guns for Royal Marines—Scale of Stores ... ..	(c) Naval Proportion Book.
2540	Drop Keel Releasing Gear in Submarines ... ..	(d)
2804	Catapults and Aircraft—Restrictions on the Firing of 15-in. Guns during Practice ... ..	(b) C.A.F.O. 2844/36.
1932		
17	Gun Mountings, 15-in., Marks I, I*, and II—Hydraulic Pumping Engines ... ..	(a)
163	Water Tube Boilers for Shore Purposes—Incidence of Charge for Foundations, Settings, and Repairs ... ..	(d)
343	Dental Treatment ... ..	(b) A.F.O. 2476/37.
960	Engine Room Hatch Cover Plates—Jointing Material ... ..	(d)
1154	Search for H.M. Submarine "M.2"—REPORT ... ..	(b) C.B. 1842.
1489	Admirals Superintendent of Home Dockyards—Super-numerary to List of Rear-Admirals ... ..	(b) A.F.O. 1115/37.
1807	Breast Ropes for Divers—Testing ... ..	(d)
1873	Workmen's Clothing and Stores on Ships in Hand—Precautions against Damage by Fire due to Welding Operations ... ..	(c) K.R. & A.I.
2226	Service Conditions—Procedure for making Representations ... ..	(d)
2339	Telephones, Two-wire—Repairs ... ..	
2731	Boiler Fronts for Oil-fired Boilers—Nomenclature ... ..	
2854	Fire Control—Slide Rule for Computing Range Correction for Enemy Movements.	
2966	Spare Fabric Parts for Aircraft—Stowage in H.M. Ships	
1933		
326	H.M.S. "Frobisher"—Administration ... ..	(d)
463	W/T Apparatus—Ships Paid-off into Dockyard Control for Large, or Re-tubing, Refit ... ..	(b) A.F.O. 112/37.
474	Aircraft Components recently Doped—Dusting ... ..	(d)
475	Moored Floatplanes—Lashing of Controls ... ..	(c) A.P. 1098, Pt. III.
498	Windfinding from Aircraft ... ..	(d)
553	Telescopes, Aldis Ring Sight—Repairs ( <i>All Dockyards, and G.M.O., Manchester</i> ) ... ..	
625	Fleet Air Arm—R.N. and R.M. Pilots Temporarily Appointed to General Service or Corps Duty—Medical History Documents ... ..	(b) A.F.O. 230/37.
646	Dominion Navies—Distinction between Transfer and Loan ... ..	(b) A.F.O. 1823/37.
662	W/T D/F Aerials—Insulation ( <i>Ships fitted with D/F Outfit S.D. and Dockyards</i> ) ... ..	(d)
711	Pyrotechnic and other Stores for Signalling Purposes (R.F.A.s, Yard Craft, etc.) ... ..	(c) Naval Proportion Book.
943	Sisal Cordage—Introduction—REPORT ... ..	(b) A.F.O. 3030/35.
1055	Gun Mountings, 3-in., H.A. III—Sight Brackets—Modifications ... ..	(d)
1134	O.Q.F., 4·7-in., Mark IX*—Lubrication of Shafts, Actuating ... ..	(a)
1205	Seamanship Examination for Warrant Rank—Syllabus (S. 440) ... ..	
1223	Two-speed Destroyer Sweep—Spans, Patterns 8832 and 8832A—Test Load ... ..	(d)
1365	Catapults—Loading on Aircraft when Ship is Rolling ... ..	
1439	Protective Compositions for Pontoon Tanks of Floating Dock, etc.—REPORT ... ..	
1459	Portable Electric Hand Lamps and Apparatus with Flexible Cables—Precautions in use ... ..	
1702	Libertymen—New Method of Checking ... ..	
1765	Telescopes, Patterns G.330Y and G.331Y—Re-allocation. 4-in., H.A., III and IV Mountings—Modification to Telescope Holders ... ..	

A.F.O.	Subject.	Disposal.
<b>1933—</b>	( <i>contd.</i> ).	
1924	Fleet Air Arm Aircraft—Flying Restrictions ...	(c)
1967	Gun Mountings—Fescolised Training Rollers ...	
2026	National Association for Employment of Regular Sailors, Soldiers, and Airmen—Publicity ...	(d)
2030	Gun Mountings—Mixture for Use in Intensifiers...	(c) O.U. 6184.
2039	W/T—Types 37 and 37s—Interference to Reception—REPORTS ...	
2148	Binnacles, Pattern Nos. 194 and 196—Improvement to Lighting ...	
2183	Gun Mountings, 4-in., H.A., Marks III, III*, and IV—Types of Lubricators to be fitted to Training Base and Cradle ...	(d)
2189	Submarine Signal Ejectors—Modifications ( <i>Submarines and Dockyards</i> ) ...	
2203	Welding and Burning Operations in H.M. Ships—Precautions ...	(c) K.R. & A.I.
2577	Defence against Gas—Decontamination Stores ...	(b) C.A.F.O. 2014/37.
2444	Electric Tractors and Trollies—Safety Devices ...	(d)
2612	Gun Mountings, 8-in., Marks I and I*—Leading Cables and Turrets (“ <i>Kent</i> ” and “ <i>London</i> ” <i>Classes</i> ) ...	(b) A.F.O. 824/37.
2675	Submarines—Exercises, Diving, etc. ...	(b) A.F.O. 3074/36.
2689	Motors, Electric, Vertical—Grease for Ball and Roller Bearings—REPORT ...	(b) A.F.O. 1556/36.
2712	Aircraft Distress Calls ...	(b) A.F.O. 1044/37
2732	21-in., Mark II-II****, Torpedoes—Revised Speed and Ranges. 21-in., Mark II-II****, Torpedoes—Conversion to Three Speeds—Allowances for Special Fleet Practice ...	(d)
2738	Main Motor and Battery Switchboards—Painting ( <i>Submarines</i> ) ...	
2931	Torpedoes, 18-in., Mark VIII*—Continued use when unable to pass Gun or Body Gauge ...	(c) O.U. 5407c.
2939	Gun Circuits—Directions for Fitting Crimped Cable Sockets ...	(b) A.F.O. 675/37.
3030	D/F and W/T Outfits—Desiccation of Paper Insulated Cable, Pattern 9749 ...	(d)
<b>1934—</b>		
16	Torpedoes, 24½-in., Mark I, and 21-in., Mark VII—Leakage of Oil from Tail Oil Bath into Engines ...	(c) O.U.s 5451 and 5452.
20	External Communication Trials—REPORTS ( <i>Ships and Establishments concerned</i> ) ...	(d)
242	Guns, Q.F., 2-pdr., Mark VIII, on “ <i>M</i> ,” Mark V, Mountings—Modifications to Feed Box of Gun and Exit Chute of Mounting to prevent Jamming of Articulated Links ...	(a)
322	W/T Set, Types 49 or 50—L.P. Supply ( <i>New Construction and existing Destroyers, Leaders, Cruisers, Capital Ships, and Aircraft Carriers</i> ) ...	(d)
350	Writer Ratings (New System)—Advancement ...	(b) A.F.O. 1446/37.
358	Gun Mountings, 15-in., Marks I, I*, and II—Swashplate Training and Chain Rammer Engines—Clearance of Conical Roller Retaining Rings (“ <i>Queen Elizabeth</i> ” and “ <i>Royal Sovereign</i> ” <i>Classes</i> , “ <i>Renown</i> ,” and “ <i>Repulse</i> ” and “ <i>Hood</i> ”) ...	(a)
378	Echo Sounding Installation, Type 752—Instructions to Inspecting Officers for Trials in Ships fitted at Dockyards Abroad—REPORTS ...	(b) A.F.O. 321/37.
449	Lamps, Incandescent, for Temporary Ship Lighting—Restriction in Use of Carbon Filament Lamps ...	(d)
502	Survey of Twin Screw Minesweepers—REPORTS ...	(a)
537	Gun Mountings, 0·5-in., “ <i>M</i> ,” Mark I, Reg. Nos. 22 and beyond—Gun Sight Telescopes ...	(a)

A.F.O.	Subject.	Disposal.
1934—	( <i>contd.</i> ).	
828	Gun Mountings, 4·7-in., C.P. XIV, Reg. Nos. 1-142, and 4·7-in., C.P. (S) XVI, Reg. Nos. 1-7—Loading Tray Interlocking Gear—Adjustments to eliminate Jamming of Interlocking Bar ("Acasta," "Beagle," "Crusader," and "Defender" Class Destroyers, "Keith," "Codrington," "Kempenfelt," and "Duncan," "Thames," "Porpoise," Gunnery Schools, and H.M. Dockyards)	(d)
887	Gun Mountings, 4·7-in. C.P. XIV—Lubrication of Training Rollers ... ..	
889	Gun Mountings, 4·7-in., C.P. XIV, (S) XVI, and XVII—Loading Tray—Replacement of Damaged Lubricators on Cam Sleeve of Interlocking Gear ... ..	
955	Asdics—Transmission when Foreign Warships are in the Vicinity ... ..	(b) C.A.F.O. 901/37.
956	Echo-sounding Gear—Responsibility for Inspection and Maintenance ... ..	(b) A.F.O. 322/37.
993	Floats, Pattern 8824, for Two-speed Destroyer Sweeps—Lifting Slings ... ..	(d)
1082	Logs, Chernikeef ... ..	(b) A.F.O. 951/37.
1083	Catapults—Maintenance ... ..	(c) B.R. 16.
1096	Cordage Unfit for Specified Services—Issue ... ..	(d).
1119	Medical Officers—Revised Conditions of Service ... ..	(c) K.R. & A.I.
1150	Aircraft—Control whilst Suspended from Crane ( <i>Ships fitted with Catapults</i> ) ... ..	(d)
1189	36-in. Searchlight Projectors—Lamp Supply Cables ... ..	
1225	Flexible Metallic Hoses—Uses with E.A. Torpedoes—REPORT ... ..	(c) Navy List.
1263	Medical Officers—Specialist Allowances ... ..	(d)
1277	Paravanes, "S," Mark I-I*—Plane Units ... ..	(b) A.F.O. 815/37.
1366	Buzzers, Patterns 4819 and 4820—Adjustment ... ..	
1403	Railway Warrants—Supply, Custody, and Issue ... ..	(d)
1411	Periscopes, Gun-Sighting, for 15-in. Gun Mountings—Air and Water Window—Cleaning Apparatus ("Royal Sovereign," "Queen Elizabeth," and "Renown" Classes, Dockyards) ... ..	(d)
1463	·303-in. Red Label Ammunition—Restrictive Age Limits ( <i>H.M. Ships in China, East Indies and America, and West Indies Stations only</i> ) ... ..	(a)
1466	Searchlights, Mark VIB, H.C.D. Lamps—Resistance in Control Circuit for Negative Carbon ( <i>Ships so fitted</i> ) ... ..	(d)
1600	Destroyers—Preparation for Maintenance Reserve ... ..	
1685	Gun Mountings, 3-in., H.A., Marks II, IIA, III, IV and IVA—Electrical Illumination of Telescope Crosswire ... ..	(a)
1690	21-in. Torpedoes—Trials of Bronze Propellers ... ..	(b) A.F.O. 1606/37.
1714	Welding "D" Quality Steel and Quasi Arc Uranium Electrodes... ..	(d)
1805	Court-Martial Proceedings—Admissibility of Evidence... ..	(c) B.R. 11.
1815	Torpedoes—Gyroscope Adjusting Tables on Board Destroyer and Submarine Dépôt Ships, etc.—Conversion to Mark V ... ..	(d)
1832	Revised Quarter Bills—Basis ( <i>Aircraft Carriers</i> ) ... ..	(c) C.B. 1838.
1852	Depth and Roll Recorders—Accuracy of Depth Records Produced ... ..	(c) O.U. 6175.
1987	Guns, Q.F., 4·7-in., Mark VIII—Flaws in Breech Ring	(b) A.F.O. 1709/37.
2076	R.N. Wireless Auxiliary Reserve—Visits to W/T Offices of Ships ... ..	(b) A.F.O. 2155/37.
2077	R.N. Wireless Auxiliary Reserve—Visits to W/T Offices of Ships ... ..	
2130	Payment of Royal Air Force Officers and Airmen serving on Board H.M. Ships ... ..	(c) K.R. & A.I. Vol. II.
2135	Guns, 4·7-in., Q.F., Mark IX*—Spanners for Unscrewing Nuts of Catch Net Supports ("Exmouth," "Faulknor," and "Eclipse" and "Fearless" Class Destroyers) ... ..	(d)
2143	Torpedo Tubes—Corditè Impulse Gear ... ..	
2169	Naval Chaplains—Fees for Conducting Naval Funerals—Disposal ... ..	
2182	W/T Direction-finding, Position, State of Progress, General Remarks ... ..	(b) C.A.F.O. 2240/37.

A.F.O.	Subject.	Disposal.
1934—	(contd.).	
2185	Plotting Communications ... ..	(b) C.A.F.O. 2122/37.
2280	Gyro-compass Circuits—Responsibility for Testing ... ..	(d)
2295	Air Ministry Stores—Homeward Shipments in Admiralty Vessels—Disposal ... ..	(c) B.R. 674—Store Duties Instructions.
2301	Applications for Discharge to Join the Police Force ... ..	(b) C.A.F.O. 2570/36.
2336	Control of 3-pdr. Armament ( <i>Sloops of "Shoreham" and Repeat "Shoreham" Classes</i> ) ... ..	(d)
2416	Torpedoes, 21-in., Marks VIII-IX*—Modification to Detail Parts to reduce Provision of Tools required for Maintenance ... ..	
2421	Sweep (Staybrite) for Recovery of Torpedoes—Introduction—REPORT ... ..	
2487	Ash and Fir Oars—Modification of Designs ... ..	
2498	"Ormig" Duplicators—Supply for use in Signal Distributing Offices of Cruisers ... ..	(a)
2508	Signal and Telegraphist Branches—Training of Boys and Ordinary Ratings ... ..	(d)
2524	Torpedoes, 21-in., Marks IX-IX*, and 21-in., Marks II-II****, J.S.F.P.—Fitting with Top Lugs—Method of Accounting ... ..	
2609	Gun Mountings, 2-pdr., "M," Marks V and VI—Sights—Regraduation of Lateral Deflection Plates ... ..	(b) A.F.O. 2010/36.
2619	Bars, Flinders—Replacement of Pattern 197 by Pattern 45 ... ..	(d)
2674	4th Class Moorings—REPORTS ... ..	(a)
2731	Gun Mountings, 0.5-in., "M," Mark I—Alteration to Depression Cam ("Encounter," "Echo," "Electra," "Escapade," "Esk," and "Express") ... ..	
2742	Wear and Waste Tests of Boilers—Preparation of Tubes for Examination ... ..	(c) B.R. 16.
2787	Gun Mountings, 2-pdr., "M," Mark V and VI—Dismantling Gear ... ..	(a)
2799	Aluminium Bronze Guard Wires—Supply ... ..	(d)
2817	Upkeep of Grounds attached to Naval Establishments at Home—Arrangements for Supply of Fertilisers, etc.—REPORTS ... ..	(b) A.F.O. 2693/36.
2841	Form S.28—Expenditure under Vote 2 ... ..	(d)
1935		
1	Warrant Officers (Married and Widower)—Special Rates of Pay ... ..	(a)
29	Carpets for Cabins—Allowances ... ..	(b) A.F.O. 82/37.
34	Shipment of Inflammables to Malta ... ..	(c) B.R. 674—Store Duties Instructions.
86	Searchlight Projectors, 24-in. and above—Stowage of Spare Carbons, Tools, etc. ... ..	(d)
104	Colonies and Protectorates—Revised General Table of Precedence ... ..	(c) K.R. & A.I.
174	Torpedoes—Introduction of Heads, Blowing, 21-in., Marks VIII-VIII* and IX-IX*, and Heads, Collision, 21-in., Marks IX-IX*, fitted with Large Pockets ... ..	(c) C.B. 1876D
175	Torpedoes and Blowing Heads—Introduction of Screws, St. No. 2679A, to replace Screws, St. No. 2679 ... ..	
185	Swamp Tests of Pulling Boats—Method of Carrying Out Fuzes, Percussion, D.A., with Cap, No. 44, Mark X.R.L. —Lots 4 and 8, filled R.L., 3-26 and 4-26—Withdrawals ... ..	(d)
212	Foreign Men-of-War and other Government Vessels in British Ports—Facilities afforded to ... ..	(b) A.F.O. 275/37.
260	Mechanicians—Substitution for Engine Room Artificers SS/T and S/T Signalling Systems ... ..	(c) O.U. 6160
396	A/S Domes and Cages—Treatment ... ..	(b) C.A.F.O. 3051/36.
397	Electric Lamps (Patterns 9880 and 9880B and similar Patterns)—Stowage ... ..	(b) C.A.F.O. 571/37.
401	Torpedo Running for the Year ended 30th September, 1934—Summary ... ..	(d)
428	Transfers to Acting E.R.A., 4th Class ... ..	(b) A.F.O. 735/37.
431		

A.F.O.	Subject.	Disposal.
1935—	( <i>contd.</i> ).	
490	Gun Mountings, 4-in., H.A., III, III*, and IV—Run-out Control Arrangements ... ..	(b) A.F.O. 939/37.
493	Cartridge, Signal, 1½-in., White Smoke Puff, Mark I of R.L. 9-32 Manufacture—Premature at Proof ... ..	(c) O.U. 5463.
497	Torpedoes—Fitment of Strainers, St. Nos. 1064A, 1070, and 1227, with Nickel Copper Alloy Gauze ... ..	(c) C.B. 1876D.
528	Signal Exercises between Service Aircraft and British Merchant Vessels ... ..	(b) A.F.O. 984/37.
558	36-in. Searchlight Projectors, Mark III and IV ("London" Class, "Norfolk," "Dorsetshire," "York" and "Exeter") ... ..	(d)
563	Submarines—Main Engine Control Settings—Use of Persian Diesel Oil ... ..	(b) C.A.F.O. 1725/37.
565	W/T Communication on High Frequencies—Advantages and Risks ... ..	(d)
668	Gun Mountings, 4-in., H.A., III, III*, and IV—Modifications to Open Sights ... ..	(b) C.A.F.O. 2619/36.
672	Projectiles—Method of Stowing and Unstowing Projectiles in Upper Shell Bays ("Leander," "Arethusa" and later Class Cruisers armed with B.L., 6-in., Mark XXIII, Guns (112 lb.) Projectile) ... ..	(d)
713	Leave to Foreign Countries ... ..	(b) C.A.F.O. 3059/36.
746	Condemnations of Provisions Purchased from N.A.A.F.I. for General Messing ... ..	(b) C.A.F.O. 1067/37.
783	Director Firing Gear—H.A.C.S. Director Open Sights for Layer and Trainer—REPORT ... ..	(d)
791	Electric Cables in H.M. Ships—Pattern No. 6108s to replace Pattern No. 9741s ... ..	(b) C.A.F.O. 452/37.
797	Asdics in Submarines—Uses and Flotilla Problems—REPORTS ... ..	(d)
821	Cup and "U" Leathers, etc.—As to Local Purchase ... ..	(c) O.U. 5463.
839	Fuzes, D.A., No. 131—Damage to Pressure Plates by Water ... ..	(d)
842	Torpedoes, 21-in., Marks VIII-IX*—Adapters, St. No. 1134—Reduction of External Diameter ... ..	(c) B.R. 366.
844	Torpedo Performance—Use of Terms "Action Range" and "Legend Range" ... ..	(d)
845	Minesweeping Wires—Supply ... ..	(d)
919	Redistribution of the Fleet ... ..	(a)
937	Director Firing Gear—H.A.C.S. Directors—Director Laying—REPORTS ( <i>Cruisers concerned</i> ) ... ..	(d)
947	W/T—Supply Leads to Receiving and D/F Apparatus—Modifications to Wiring—REPORTS ( <i>All Ships, Vessels and Shore Establishments</i> ) ... ..	(b) A.F.O. 323/37.
987	3-7-in. Howitzer Equipments—Summary of Modifications ... ..	(d)
991	Torpedoes, 21-in., Marks IX-IX*—Removal of Strainer from Reducer Oil Bottle—Introduction of Spanners, St. No. 96A ... ..	(d)
1003	Echo Sounding Gear—Selection of Positions ... ..	(c) Naval Proportion Book.
1016	Passive Defence of H.M. Dockyards and Naval Establishments—Training of Personnel ... ..	(d)
1036	Torpedoes—Tools and Stores—Modification to Tools, Setting, Blowing Valves, in Blowing Heads, St.No.T.241 ... ..	(d)
1039	New Types of Fast Motor Boat—Cost of Upkeep—REPORTS ... ..	(b) A.F.O. 1473/37.
1048	Conveyance of Torpedo Tubes to Shipbuilders' Works ... ..	(c) B.R. 674—Store Duties Instructions.
1066	Gun Sighting and Sight Testing Telescopes—Issue ... ..	(d)
1067	Machine Guns for Royal Marines—Scale of Stores ... ..	(c) C.B. 1945 (1).
1075	Pitometer Logs—Provision and Fitting ... ..	(b) A.F.O. 82/37.
1077	Gyro Compass Balancers—Care and Maintenance of Transmitters ( <i>Ships fitted</i> ) ... ..	(c) B.R. 674—Store Duties Instructions.
1082	Carpets for Wardrooms of Submarines—Allowance ... ..	(d)
1099	Storing Arrangements—H.M.A. Ships attached to R.N. Squadrons ... ..	(d)
1155	Torpedoes, 21-in., Mark IX*—Valves, Combined Non-return ... ..	(d)

A.F.O.	Subject.	Disposal.
1935—	( <i>contd.</i> ).	
1157	H.A.C.S. I and II—Modification to Relays ... ..	} (d)
1256	Works Reserves under Vote 10, Subhead C—Instructions	
1289	Hawsers, Shackles, Swivels, etc., for Towing Targets—Allocation ... ..	(b) A.F.O. 1162/36.
1308	A/S Officers—Appointment of Boatswains S/D—Change of Title ... ..	} (d)
1329	Gyro Compass—Failures ... ..	
1351	Smuggling Offences ... ..	} (c) O.U. 6066A.
1365	Gun Mountings, 0·5-in., Mark II—Sight Testing Board—Dimensions ... ..	
1371	Minesweeps, and Surveying, etc., Sweeps—Provision and Allocation ... ..	(b) C.A.F.O. 249/37.
1386	O.U. 6146—Alteration of Title and New Chapter ... ..	(d)
1430	Acting Sub-Lieutenants' Courses—REPORT ... ..	(a)
1440	Guns, Q.F., 4·7-in., Mark IX*, on C.P. XIV and C.P. XVII Mountings—Use for Drills ( <i>Flotilla Leaders and Destroyers</i> ) ... ..	} (d)
1448	Searchlights, 24-in.—Control Circuits for Leaders and Destroyers ... ..	
1456	1 kw. and 1½ kw. Cabin Heater Panels—Comparative Trials—REPORTS ... ..	} (b) A.F.O. 82/37.
1515	Cotton Rep in place of Woollen Rep for Curtains in H.M. Ships ... ..	
1554	Gyro Compass—Introduction of "Lanoil," Pattern No. 914 ... ..	(b) A.F.O. 965/36.
1569	Carpets, Curtains, and Overcases—Selection ... ..	(b) A.F.O. 82/37.
1611	Fuzes, No. 198, Mark II—Supply ... ..	(d)
1676	Re-engagement of Ratings—REPORT ... ..	(b) C.A.F.O. 1052/37.
1751	Gun Mountings, 4·7-in., C.P. XIV, Reg. Nos. 1–150, 4·7-in., C.P. (S) XVI, and 4·7-in., C.P. XVII, Reg. Nos. 1–43—Modification to Loading Tray ... ..	(d)
1755	Star Shell Ammunition for Q.F., 4·7-in., VIII, and Q.F., 4-in., V–V*, H.A. Guns—Allowance of Tracer Fitted Shell ... ..	(b) C.A.F.O. 2903/36.
1794	Magazines—Spraying Arrangements—REPORT ( <i>Ships, Dockyards, and Overseers concerned</i> ) ... ..	} (d)
1800	Torpedo Gyroscopes—Securing of "W" Gear ... ..	
1806	Emergency Gyro Steering Pointer, Pattern 170—Instructions for Fitting and Use ( <i>"Kent" Class and later Cruisers</i> ) ... ..	} (d)
1853	Echo Sounding—Interference from Paravanes—REPORT ... ..	
1854	Electric Cables in H.M. Ships—Installation of Fixed Cables ... ..	(c) Standard Electrical Specification No. 1.
1910	Schermuly Line-throwing Rocket Apparatus—Issue and Instructions ... ..	(d)
1914	Switches, 6 amp., S.P., D.P. and D.P.C.O.—Modifications	(b) A.F.O. 331/37.
1939	Acetylene Generators—Safety Precautions ... ..	} (d)
1972	Oil Fuel Sprayer Cap Plugs—Clearance ... ..	
2020	Victualling Duties in Flotilla Leaders and Destroyers—Transfer from Torpedo Coxswain to Supply Branch—Complement Alterations ... ..	(c) O.U. 6160.
2048	Main and Auxiliary Feed Pumps—Replacement ( <i>H.M. Ships "Codrington," "Keith," and "Kempenfelt," and Destroyers of "Acasta," "Beagle," and "Crusader" Classes</i> ) ... ..	(d)
2050	Contracts for Overcoats and Class I, Class II, and Class III Uniform Clothing—Revision ... ..	(b) A.F.O. 1313/37.
2062	Overcases for Shore Establishments ... ..	(b) A.F.O. 82/37.
2085	Sketches of Outfits VC–VF and VF—Secrecy ... ..	(d)
2109	Acting Sub-Lieutenants' Courses—REPORT ... ..	(a)
2118	Float, Smoke, Navigation, 13-lb., Mark I ... ..	(c) O.U. 5463.
2202	Main Motor Armatures—New Serial Numbers ( <i>Submarines</i> ) ... ..	(d)
2206	Form S.231—Stowage Capacity and Expenditure of Fuel and Water ( <i>Submarines</i> ) ... ..	(c) Form S.231.
2215	Steel Ship Sheets—Galvanising ... ..	(d)



A.F.O.	Subject.	Disposal.
1935	( <i>contd.</i> ).	
2230	Sound Equipment and Films—Supply to the Navy ...	(b) A.F.O. 1870/37.
2231	Training of Gunnery and Torpedo Non-substantive Ratings—Special Measures concerning Training and Qualification ...	(b) C.A.F.O. 2743/36. (b) C.A.F.O. 1194/37.
2232	Qualification of Gunnery Ratings—Royal Marines ...	(b) C.A.F.O. 1194/37.
2238	4-in., H.A., IV Mounting—Failure with Firing Gear and Safety Depression Control Gear ...	(d)
2244	Strategical, Tactical, and Navigational Plotting—Provision—REPORTS ...	(b) C.A.F.O. 2123/37.
2253	Emergency Navigation Lanterns—REPORTS ( <i>Submarines</i> ) ...	
2271	Guns, Q.F., 4-in., Mark IV—Blocks, Breech, Mark I—Repair to Primary Extraction Slopes ...	
2286	Secondary Armament Control System—Improved Rate Dumaresq for Setting Rate on Clock as Bearing alters (15-in. <i>Battleships and Battle Cruisers</i> ) ...	(d)
2300	Surplus Electrical Equipment, Electrically-driven Machinery, and Spare Gear—REPORT ( <i>Dockyards and Depot Ships</i> ) ...	
2301	Errors of the Sperry Gyro Compass ...	
2307	Outfits VC—VF—Modification to Box, Stowage, VC and VF, for Ready-use Spares, Pattern 2959 ...	
2354	Gun Mountings, Transferable—Pressure Gauges for Recuperators ...	(b) A.F.O. 1066/37. (d)
2358	Bomb Loading Equipments—F.A.A. ...	(b) A.F.O. 1675/37.
2373	Dolphins for Admirals' Barges ...	
2381	Dangerous Drugs—Disposal ...	
2476	Cartridges, S.A., .303-in., Tracer, G.I., Special for R.A.F. (Red Label)—Discontinuance of Supply to F.A.A. Units ...	
2478	Torpedoes, 21-in., Marks VIII—IX*—Modification to "Rings, Holding Spring Fuel Timing Valve, St. No. 5206," and Introduction of "Springs, Flat, Fuel Timing Valve Engine, St. No. 869A" ...	(d)
2480	Grouper Telegraphs ( <i>H.M. Submarines</i> ) ...	
2509	Temporary Chaplains other than Church of England—Revised Conditions of Service ...	(c) K.R. & A.I. and Navy List Appendix.
2516	Gun Mountings, 4·7-in., H.A. XII—"Courageous" Type Fuze Setter ...	
2517	Gun Mountings, 4·7-in., C.P. XIV, Reg. Nos. 1-82, and 4·7-in., C.P. (S) XVI, Reg. Nos. 1-7—Fitting of Thrust Washers to Elevating Gear ("A" and "B" <i>Classes of Leaders and Destroyers, Gunnery Schools, H.M. Dockyards</i> ) ...	(d)
2519	Cartridge, Q.F., 4·7-in., Mark VIII Gun, and Q.F., 4-in., V and V* Gun—Fixed Ammunition—Type of Primer ...	
2520	B.L. and Q.F. Ammunition Stowed in Ready-use Lockers, etc.—Report of Details prior to Disposal ...	(b) C.A.F.O. 406/36.
2521A	Fuzes, Time, No. 206—Difficulty in Removal from Tin Cylinders ...	(d)
2567	Junior W/T Ratings—Electricity and Magnetism Syllabus ...	(c) O.U. 6290/37. (c) O.U. 5463.
2576	Fuze, Time, No. 400—Introduction and Ballistics ...	
2577	Torpedoes, 21-in., Marks VIII—IX*—Locking of Screws	
2580	Minesweeping Outfit and Maintenance Stores—Modifications to Floats, Pattern 8718, and Electric Lamps, Pattern 8854 ...	(d)
2581	Aircraft Carriers—Testing of Torpedo Air Vessels fitted in connection with Accelerators for Aircraft and Aircraft Lifts ...	(c) B.R. 16.
2601	Rope, Slings, for Extension of Coupling Lengths—Use of to be discontinued ...	(d)
2611	Training of Seaman Gunnery Non-substantive Ratings—Qualification of R.T. II and Q.O. ...	(b) C.A.F.O. 2743/36.
2623	Guns, Q.F., 2-pdr., Mark II*—Fitting of Range Drums graduated to Range Table No. 360 ...	(d)

A.F.O.	Subject.	Disposal.
1935	( <i>contd.</i> )	
2625	0·5-in., "M," Mountings—Care of Drums ... ..	(d)
2650	Sloop-Minesweepers—Employment of ( <i>H.M. Ships "Niger" and "Salamander"</i> ) ... ..	
2656	Gun Mountings, 3-in., H.A., for Naval Control Service Abroad—Provision of Sight Dials and Strips ... ..	
2657	Gun Mountings—Canvas Covers for Transferable Gun Mountings in Ships being prepared for Reserve and Maintenance Reserve ( <i>All Home Yards</i> ) ... ..	(c) O.U. 6184.
2663	Torpedoes, 21-in., Mark VIII—Torpedo History Sheets (Form O.414) to show 30-knot Speed Setting ... ..	(d)
2664	Torpedo Warheads—Steel—Prevention of Rust... ..	(b) C.A.F.O. 2763/36.
2679	Soldering Irons for W/T and Asdic Purposes—Introduction ... ..	(d)
2692	Workmen Employed in Classified Trades—Special Rates of Pay ... ..	(a)
2742	Admiralty Fire Control Clocks—Alternative Method of Analysing Gunnery Practices ( <i>Leaders and Destroyers</i> )	(c) C.B. 3038.
2759	"Y" Sub-lot Marking of Cordite, M.C. and Mark I, on board "small" ships abroad ... ..	(a)
2768	Voicepipe Arrangements, 8-in., Mark II—Sightsetters' Voicepipe from Local Control Cabinet—Modification in	(d)
2775	Fresh Water Tanks in Water Carriers—Coating ... ..	
2794	Rame Head Radio Beacon and Devil's Point W/T Station—D/F Bearings ... ..	(b) A.F.O. 479/37.
2806	Gun Mountings, 8-in., Marks II and II*—Modifications ( <i>H.M. Ships "Norfolk," "Dorsetshire," "York" and "Exeter"</i> ) ... ..	(a)
2809	Brushes, Rammer and Sponge, B.L., 6-in., Chamber, Mark VI**—Introduction of New Pattern for use with B.L., 6-in., Mark XXIII, Guns and Conversion of existing pattern ... ..	(c) Naval Proportion Book.
2814	Modification to 18-in. A.W. Pistol, St. No. T.76, for use in Aircraft Torpedoes ... ..	(c) C.B. 1948.
2816	T.N.T. Demolition Stores—Stowages ( <i>Battleships, Battle Cruisers, Cruisers, and Aircraft Carriers</i> ) ... ..	(d)
2822	Submarine Asdic Installations—Conversion for 10 kc/s Oscillators ... ..	(b) C.A.F.O. 3051/36.
2842	Gunnery Proficiency Prize Fund—Amended Basis for Calculation ... ..	(d)
2843	Re-entries under Special Schemes—Kit ... ..	(d)
2844	Service Documents and Casualty Reports relative to Airmen Serving in H.M. Ships other than Aircraft Carriers ... ..	(b) A.F.O. 1197/37.
2854	Cartridges, Impulse Torpedo, fitted with Combined E. and P. Primers ( <i>Cruisers "Leander," "Arethusa" and "Southampton" Classes; Leaders and Destroyers "Faulknor" and "Fearless" Class</i> ) ... ..	(d)
2859	Asdic Equipment in H.M. Ships—Half-yearly Report ... ..	(b) C.A.F.O. 319/37.
2885	Dental Officers—Revised Conditions of Service... ..	
2890	Naval Discipline Act, Section 98A, Compulsory Deductions from Pay in Liquidation of Costs and Arrears of Maintenance under Court Orders ... ..	(c) K.R. & A.I.
2892	Service Certificates (Form S.459)—Disuse of Columns Headed "List and No." ... ..	
2899	Gun Mountings, .5-in., "M," Mark II* Mountings, Reg. Nos. 46-80—Sight Testing Board—Particulars	(d)
2903	Temperature Returns. Form S.1147A ( <i>H.M. Ships on Detached Service in Mediterranean Waters</i> ) ... ..	(c) O.U. 6066A.
2904	Binoculars, Pattern 1900A—Distortion of Objective Spray Shield—Precautions to be observed ... ..	(a)
3004	Ratings suffering from Venereal Disease... ..	(d)
3006	R.N.M.T. Depôt, Albany Street, and Naval Store Office, West India Docks—Transfer to Royal Victoria Yard, Deptford ... ..	(b) C.A.F.O. 2790/36.
3015	Cartridges, Impulse, Torpedo—Supply of Spare Combined Primers ( <i>"Leander," "Arethusa" and "Southampton" Classes, "Faulknor" and "Fearless" Class, "Grenville" and "Greyhound" Class</i> )... ..	(c) B.R. 878.
		(d)

A.F.O.	Subject.	Disposal.
<b>1935—</b>	( <i>contd.</i> )	
3017	Gyro Compass Equipment—Type of Motor Fitted ...	(c) B.R. 9.
3019	T.N.T. Demolition Stores—Distribution ...	(d)
3055	Supply Branch—Amendments to Complements ...	(c) O.U. 6160.
3070	Torpedo Igniters—Revised Allowances ...	(c) C.B.s 1876A & 1876B.
<b>1936—</b>		
1	Wedding Present to His Royal Highness the Duke of Gloucester, K.G. ...	(d)
2	Gedge Medal and Prize—Award for 1935 ...	(a)
3	Jackson-Everett Prize—Award for 1935 ...	
4	Junior Accountant Officers—Divisional Course ...	(d)
5	Qualifying Examination of Engine Room Ratings for Commissioned Rank—Result ...	(a)
6	Cost of Living Abroad ...	(d)
7	Poppy Wreaths for Funerals ...	
8	Navigation Syllabus—Correction to A.F.O. 2840/35 ...	(a)
9	Acting Observer's Mate Course—Amendment to Syllabus ...	(b) A.F.O. 1526/36.
10	Qualifying Course for Warrant Telegraphist ...	(a)
12	Qualifying Course for Signal Boatswains ...	
13	Warrant Ordnance Officers and Ordnance Artificers—Courses of Instruction (Gunnery Schools) ...	(d)
14	Special Advancement of Ratings by Commanders-in-Chief ...	(c) K.R. & A.I.
15	Special Service Ratings—Not to be described as "Short Service" ...	(d)
16	Service in Submarines of Ratings permitted to Re-engage after completing Time for Pension ...	
17	Re-entries under Special Schemes—Kit ...	
18	New Zealand Ratings Serving in R.N. on "Interchange" Basis ...	(b) A.F.O. 722/36.
20	Officiating Minister of Religion (R.M. Barracks, Eastney) ...	(b) A.F.O. 128/37.
21	Officiating Minister of Religion (Simonstown) ...	
22	Admiralty Surgeons and Agents ...	(c) Navy List.
23	Admiralty Surgeon and Agent (Bournemouth) ...	
24	Admiralty Surgeon and Agent (Sheffield) ...	
25	Complements and Quarter Bills—Amendments ("Kempfenfelt" and "Crusader" Class, "Duncan" and "Defender" Class, "Exmouth" and "Eclipse" Class, "Faulknor" and "Fearless" Class, and "Hardy" and "Hero" Class) ...	(c) O.U. 6160.
26	Sports—Inter-port Lower Deck Hockey Tournament—Results, 1935 ...	(d)
27	Spare Parts for Fire, Searchlight, etc., Control ...	
28	Gun Mountings, .5-in., "M," Mark II* Mountings, Reg. Nos. 46 to 80—Sight Testing Board—Particulars ...	(c) O.U. 6066A.
29	Protective Mattresses—REPORTS (Commanders-in-Chief) ...	(a)
30	Cartridges, S.A., Ball, .5-in., Mark IIz, Kynoch's Manufacture, Batch K.31.12.34A—Early Expenditure ...	(d)
31	Cordite—Landing—Destruction ...	
32	Explosive Stores—Annual Landings of Percentages for Examination and Proof to Synchronise with Landing of Samples of Cordite ...	(c) O.U. 5408/35.
33	Fuzes, Time, No. 198, Mark II, R.L., Lot 47, filled 4.32—Critical Examination—REPORT ...	(b) A.F.O. 409/36.
34	Depth Charge Throwers—Missfires ...	(c) O.U. 5485.
35	Photography—Cameras for Gunnery Purposes—REPORTS ...	
37	Torpedoes, 21-in., Marks VIII-IX*—Depth Gears—Strengthening Spring Buffer Recesses in Balance Weights ...	(d)
38	Torpedoes and Gyroscopes—Introduction of New Pattern Laps, St. Nos. 1408A, 1409A, and 1409B, for use when fitting Oversize Relay Valves ...	(c) C.B. 1876D.
39	Torpedo Stores—Chests, Tools and Spare Gear, for use with S.F.P. Torpedoes—Additions to Contents ...	

A.F.O.	Subject.	Disposal.
1936—	(contd.).	
40	36-in. Searchlight Projectors, Marks III, IV, and V— Illumination of Elevation Dial ( <i>Ships concerned</i> ) ...	(d)
42	Electric Table Fans—Allowance ( <i>Battleships of "Royal Sovereign" Class</i> ) ... ..	
43	Boiler Tubes ("Enchantress") ... ..	
44	Boiler Tubes ("Fame" and "Firedrake") ... ..	
45	Boiler Tubes ("Faulknor") ... ..	
46	Boiler Tubes ("Forester" and "Fury") ... ..	
47	Micrometer Gauges and Callipers—Allowance ( <i>Flotilla Leaders "Codrington" and later</i> ) ... ..	(d)
49	Wa/T Loudspeakers, Patterns 8888 and 8888A—Issue of Spare Diaphragm Assemblies ... ..	(d)
50	Replacement of 10-in. Signalling Projectors (Arc), Pattern 5300, by 10-in. Signalling Projectors (Incandescent), Patterns 3860A and 3860 ... ..	(d)
52	Colours and Markings to be used for Piping Systems in Submarines ... ..	(b) A.F.O. 1445/36.
53	Curtains and Overcases for Official Residences, Shore Establishments, H.M. Ships, and Royal Fleet Auxiliaries ... ..	(b) A.F.O. 3058/36.
54	Cleaning Materials—Increased Allowances to Destroyers of "R" and "S" Classes ... ..	(d)
55	Naval Electrical Manual, Vol. II—Re-issue of ... ..	(d)
56	Prices of certain O.U. Books and Books of Reference ... ..	(d)
57	O.U. 6090 (K)—Star Shell and Fuze Scale No. 236, for Q.F., 4-in., Mark IV, and B.L., 4-in., Mark VIII guns— Revised page 1, dated November, 1935—Issue ... ..	(a)
58	Form O.6—Ammunition Labels ... ..	(d)
59	Civilian Staffs—Appointments ... ..	(a)
60	Form D.6B—Conserving Stocks ... ..	(a)
61	Guns, Q.F., 2-pdr., Mark II*. Case, Breech Mechanism— Modification and Fitting of Mark II Safety Pawl Hinge Screw—Amendment to Instructional Print ... ..	(d)
62	Breech Mechanism—Q.F., 4-in., Marks V and V*, and "A," Marks V and V* Guns—Repair to Lever Breech Mechanism ... ..	(d)
63	Naval Stores, etc., Purchased on behalf of other Depart- ments of Government, India, Dominion, Colonial, Dependent or Foreign Governments and Private Individuals ... ..	(b) A.F.O. 2132/35.
64	Vote 8, Section II, Subhead G ... ..	(d)
65	New 60-ton Steel Dumb Lighters for the Armament Supply Department ... ..	(d)
66	New 100-ton Steel Dumb Lighters for the Armament Supply Department ... ..	(d)
67	New 100-ton Steel Dumb Lighter for the Armament Supply Department ... ..	(d)
68	C.B. 1791/33—Amendments ... ..	(d)
69	C.B. 1829—Amendments ... ..	(d)
70	C.B. 1838 (1)—Amendment ... ..	(d)
71	C.B. 1877—Amendment ... ..	(d)
72	C.B. 3026—Amendments ... ..	(d)
73	B.R. 14—Drafting Regulations ... ..	(d)
74	B.R. 16—Engineering Manual ... ..	(d)
75	B.R. 62—R.N.R. Regulations (Officers) ... ..	(d)
76	B.R. 63—R.N.R. Regulations (Men) ... ..	(d)
77	B.R. 64—Instructions for the Royal Naval Shore Signal and Shore Wireless Services ... ..	(d)
78	B.R. 669—Instructions for the Conduct of Cash Duties, 1932 ... ..	(d)
79	B.R. 672—Expense Accounts Instructions, 1904 ... ..	(d)
80	B.R. 672A—Expense Accounts Instructions—Repayment Services, 1926 ... ..	(d)
81	B.R. 674—Store Duties Instructions ... ..	(d)
82	B.R. 677—Instructions for Naval Hospitals, etc., 1927 ... ..	(d)
83	O.U. 5225—Home Dockyard Regulations ... ..	(d)
84	O.U. 5379/35—Turret Gun Drill for 16-in., B.L., Mark I, Gun on Mark I Triple Mounting ... ..	(d)

A.F.O.	Subject.	Disposal.
1936—	(contd.).	
85	O.U. 5422/34—Drill for 4·7-in., Q.F., Marks IX and IX* Guns on C.P. XIV and XVII Mountings ...	}
86	O.U. 5435/31—Drill for 4·7-in., Q.F., Mark IX* Gun on C.P. (S) XVI Mounting ...	
87	O.U. 5449—Regulations for Maintenance of 21-in., Mark II-V, Torpedoes ...	
88	O.U. 5450—Regulations for Maintenance of 21-in., Mark IV*, S. and S.O. Torpedoes, etc. ...	
89	O.U. 5451—Regulations for Maintenance of 21-in., Mark VII, Torpedoes ...	
90	O.U. 5452—Regulations for Maintenance of 24½-in., Mark I, Torpedoes ...	
91	O.U. 5461—Handbook for 21-in. Torpedoes, Mark II-V	
92	O.U. 6146—Instructions for Torpedo Trials ...	
93	O.U. 6234—Reserves of Naval Stores to be maintained at H.M. Dockyards at Home ...	
94	O.U. 6247—Regulations for Maintenance of 21-in., Mark VIII-VIII*, Torpedoes ...	
95	O.U. 6251—Regulations for Maintenance of 21-in., Mark IX-IX*, Torpedoes ...	
96	O.U. 6259—Regulations for Maintenance of 18-in., Mark VIII*, F.A.A. Torpedoes... ..	
97	O.U. 6270—Memorandum on Reserves of Naval Stores at Naval Yards Abroad ...	
98	O.U. 6281—Regulations for Maintenance of 18-in., Mark XI Torpedoes ...	
99	"Eardley Howard-Crockett" Prize ("Frobisher") ...	(a)
100	Flag Captains—Command Money ...	(c) K.R. & A.I.
101	Officers Proceeding Abroad—Restricted Military Zones in France ...	}
102	Long (T) Course, commencing 30th April, 1936—Selection of Officers ...	
103	Long (N) Course, commencing 13th April, 1936—Selection of Officers ...	
104	Gyro-compass Courses, 1936 ...	
105	Special Entry Naval Cadets and Paymaster Cadets—Increase in Age Limits ...	
106	Educational Examinations Afloat—January, 1936–July, 1936—Dates of commencement ...	(a)
107	Hospital Stoppages—Men sent Sick to Hospital Abroad	
108	Salvage Services rendered by H.M. Ships ...	
110	The United Service Institution of India, Simla—Gold Medal Prize Essay Competition, 1936 ...	(a)
111	R.N.M.T. Depôt, Albany Street, and Naval Store Office, West India Docks—Transfer to Royal Victoria Yard, Deptford ...	(c) B.R. 878.
112	China Fleet Club Building Fund—Donations ...	}
113	Ships' Funds—Disposal ...	
114	Sports—R.N. and R.M. Cricket Club ...	
115	Director Firing Gear—Type "D," Marks IV and V Training Receivers—Provision of Drain Plugs in the Rear Covers of the Receivers ("Eclipse" and "Fearless" Class Destroyers, "Ajaz," "Amphion," "Arethusa," and Dockyards concerned) ...	
116	Gun Mountings, ·5-in., "M," Mark I and I* Mountings, Reg. Nos. 2 and beyond—Modifications to Nos. 1, 2, and 3 Cradles to prevent Links becoming jammed in the Exit Chutes and Depression Cam Rail ...	(a)
117	Breech Mechanism, Q.F., 4-in., Marks V and V*, and "A," Marks V and V* Guns—Modification to Breech Block to facilitate Loading ...	(d)
119	Catapult Explosion Unit—Drain Valve Body—Corrosion REPORT ...	(a)
120	Binoculars, Pattern 1948—Allowance ...	(d)
121	Torpedoes, 21-in., Mark IX-IX*, and S.F.P. Torpedoes, with Top Lugs, when Loaded into T.R. IV-T.R. IV*, Q.R. VII, Q.R. VIII, Q.R. VIII*, and P.R.I. Torpedo Tubes—Clearance of Air Levers—REPORTS ...	(b) C.A.F.O. 2012/36.

A.F.O.	Subject.	Disposal.
1936	( <i>contd.</i> ).	
124	Detonators No. 9 and No. 15 for Demolition Stores ...	(b) A.F.O. 1771/36.
125	Sweep (Staybrite) for recovery of Torpedoes—Amendment ...	(d)
127	Pressure Gauges—Allowance ( <i>Flotilla Leaders and Destroyers</i> ) ...	
129	D/F Offices—Seating Accommodation ...	(d)
131	Allowance of Balsa Rafts to Aircraft Carriers ...	
132	Circulators for Ventilating Boilers ( <i>Leaders and Destroyers</i> )	
133	Hack Saw Frames—Introduction of New Patterns ...	
134	Royal Fleet Reserve—Kit of Petty Officers and Men Dressed as Seamen ...	(c) B.R. 61.
135	W/T Direction Finding Outfit SHx (No. 2)—Revised Establishment List of Stores ...	(d)
136	Air Facilities on Foreign Stations—REPORTS...	(b) C.A.F.O. 1454/36.
137	C.B. Form U.2C (35)—Correction No. 6 ...	(b) C.A.F.O. 215/37.
138	C.B. 3033 (35)—Textbook of Naval Bombardment, 1935—Issue ...	(d)
139	Form O.6—Ammunition Labels ...	
140	Form M.11a—Abolition ...	
141	Form S.88—Not to be Reprinted...	
142	Forms S.180, S.346, S.355, and S.356—Outstanding Returns for Period ended 31.12.35—REPORT ...	(c) K.R. & A.I.
143	Form S.1303A—Institution ...	
144	Intelligence Centres—Postal Addresses of ...	(b) C.A.F.O. 216/37.
145	Civilian Staffs—Appointments ...	(a)
147	Minesweeping Components of Old Types—Disposal ...	
148	Bitumastic Enamel, Improved Quality—Spreading Capacity ...	(d)
149	Sloops—Scrapping and Relief ...	
150	Qualifying Educational Examination for Rank of Acting Sub-Lieutenant—Result ...	(a)
151	Promotions to Acting Warrant Engineer—April, 1936	
152	New Zealand Division—Officers required on Loan ...	(c) K.R. & A.I.
154	Educational Certificates—Custody of ...	(b) A.F.O. 132/37.
157	Equipment Allowances ...	(a)
158	Binoculars—Issue of ...	
159	Jewish Sacred Festivals, 1936 ...	(b) C.A.F.O. 3098/36.
161	H.A.C.S. Instruments—Fitting Improved Fuze Prediction Gear ( <i>Ships and Gunnery Schools concerned; Dockyards</i> ) ...	
162	Guns, Q.F., 2-pdr., Mark VIII—Firing Trials to Test Efficiency of Repairs ...	(d)
163	Gun Mountings, 6-in., Shell Dredger Hoists—Modifications to Worm Gearing of Motors ( <i>"Queen Elizabeth" and "Royal Sovereign" Classes and Dockyards</i> ) ...	
164	Breech Mechanism, B.L., 16-in., Mark I, Guns—Modifications to Carrier and Lock, Electric "E.J." and Fitting New Pattern Catch Retaining Lock (Mark II) ...	(c) Naval Proportion Book.
165	Breech Mechanism, Q.F., 4-in., Marks V and V*, and "A" Gear, Electric-Mechanical Firing, Mark IV—Fitting of Bracket, Securing Cable ...	(a)
166	Sight Testing Gear—Allowances ...	(c) C.B. 1876D.
168	Torpedo Gyroscopes—Introduction of Guards Protecting Gyro—Actuating Fork, St. No. 1566 in lieu of St. No. 751 ...	
169	Cartridges, Impulse, Torpedo—25-oz. Flashless, Lot No. 46—Filled R.L., 2.33 ...	(d)
170	Fire Control Instruments—Coupled Order Transmitters	(b) C.A.F.O. 25/37.
172	Protection against Gas—Protective Ointment No. 1 and Anti-spray Goggles—Allowances and Supplies ...	
173	Boiler Tubes ( <i>H.M.S. "Ajax"</i> ) ...	(d)
174	Boiler Tubes ( <i>H.M.S. "Woolwich"</i> ) ...	
175	W/T Receiver-Outfit UA—Abolition in Submarines ( <i>Submarines fitted with Types 102, 105, and 105A</i> ) ...	(b) A.F.O. 1722/36.
176	Signal and Remote Control Communications ( <i>Destroyers of "Acasta," "Beagle," "Crusader," "Defender," and "Eclipse" Classes</i> ) ...	

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
177	V/S, 18-in. Sperry Signalling Projectors—Risk of Fracture ( <i>All Ships Fitted</i> ) ... ..	(d)
178	Spare Gear—Items to be Landed—REPORTS (“ <i>Royal Sovereign</i> ” and “ <i>Queen Elizabeth</i> ” Classes, “ <i>Renown</i> ” and “ <i>Repulse</i> ”) ... ..	
179	Stores to be Landed (“ <i>Royal Sovereign</i> ” and “ <i>Queen Elizabeth</i> ” Classes, “ <i>Renown</i> ” and “ <i>Repulse</i> ”) ... ..	
180	Hessian, Dyed Black—Co-ordination of Patterns ... ..	
181	Stores Shipped for Ships and Services at Port Said, Suez and Alexandria ... ..	(a)
182	Stowage of Azimuth Circles in Aircraft ... ..	(d)
183	Tooth Soap—Supply in lieu of Tooth Powder ... ..	(c) B.R. 82.
184	Civilian Staffs—Appointments ... ..	(a)
185	“S” Class and Temporary Clerks—Overtime ... ..	
186	Clerical Classes of the Civil Service—Competitive Examination ... ..	
188	Gun Mountings, Transferable, and Director Receivers—Values for Financial Year, 1935 ... ..	
189	Breech Mechanism, B.L., 15-in., Mark I Guns—Repair to Thrust Collar of Vent Axial, Marks I and II ... ..	(d)
190	30-ft Motor Boat, No. 3594, for Armament Supply Depot at Priddy’s Hard—Naming ... ..	
191	Ballistics—Lists of Current Range Tables, Fuze Scales, etc. ... ..	(b) A.F.O. 127/37.
192	Chief Inspector of Naval Ordnance—Appointment ... ..	(a)
193	Royal Australian Navy—Pay, etc., Arrangements and Conditions of Service ... ..	(b) A.F.O. 2873/36.
194	Acting Sub-Lieutenants’ Courses—REPORT ... ..	(d)
195	Officiating Minister of Religion (Milford Haven) ... ..	(b) A.F.O. 128/37.
196	Admiralty Surgeon and Agent (North Berwick) ... ..	(c) Navy List.
197	Naval History—Annual Examination ... ..	(a)
198	Courses in Parachute Packing at the Home Aircraft Depot, Royal Air Force, Henlow, Beds ... ..	(b) A.F.O. 492/36.
199	Form S.255—Quarter Bill—Amendments ... ..	(d)
200	Lott Naval Trust Fund—Awards for Inventions ... ..	
201	Lott Naval Trust Fund—Allocation of Fleet Amounts, 1936 ... ..	
202	National Health and Pensions Insurance—Disposal of Obsolete Stamps ... ..	(a)
203	Royal Naval Sailing Association ... ..	(d)
204	Royal Tournament, 1936 ... ..	(a)
205	China Fleet Club Building Fund—Donations ... ..	(d)
206	Advancements from Port Division Rosters ... ..	
207	Sports—R.N. and R.M. Sports Control Board—Donation ... ..	
208	Director Firing Gear—H.A.C.S. Directors—Director Laying—REPORTS ( <i>Ships detailed</i> ) ... ..	(a)
210	Director Firing Gear, Electrical Fire Control Instruments, etc.—Lubricants ... ..	(d)
211	Fire Control (Low Angle)—Fitting of a 6-in. Gun-ready Lamp Box in the 15-in. T.S. (“ <i>Queen Elizabeth</i> ” and “ <i>Royal Sovereign</i> ” Classes— <i>ex</i> “ <i>Warspite</i> ”) ... ..	
212	Guns, Q.F., 2-pdr., Mark II*—Introduction of Lever Withdrawing Mechanism, Part 2, for use when Working Guns in Recoil ... ..	
213	Machine Guns and Equipment—Lewis Guns—Arcs of Fire—REPORTS (“ <i>Hastings</i> ” and “ <i>Shoreham</i> ” Classes and “ <i>Bridgewater</i> ”) ... ..	(d)
214	Gun Mountings, 8-in., Mark I and I*—REPORTS (“ <i>Kent</i> ,” “ <i>Cornwall</i> ,” “ <i>Sussex</i> ”) ... ..	(a)
215	Gun Mountings, 0.5-in., Mark II*—Provision of Guard above Racer Plate ... ..	(d)
216	Fuzes, Time, Drill—Allowances ... ..	
217	Implements, Ammunition—Allowances of Keys for Setting Time Fuzes ... ..	
219	Modification to 18-in. A.W. Pistols, St. No. T.76, for use in Aircraft Torpedoes ... ..	

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
221	Torpedo Gyroscopes—Tabling ... ..	(c) O.U. 5428.
223	Cartridges, Impulse, Torpedo—Extension of Life ...	(c) O.U. 5407/28.
225	T.S.D.S., H.S.M.S., and Minesweeps—Additional Stores —REPORTS ... ..	(c) B.R. 366.
226	Post-War Sloops Equipped with 7-cwt. Kedge Anchors— REPORTS ... ..	(a)
227	Electric Drilling Machines—Allowance (“ <i>Codrington</i> ,” “ <i>Keith</i> ,” and <i>Destroyers of “Acasta”</i> and “ <i>Beagle</i> ” <i>Classes</i> ) ... ..	(d)
228	Patterns 8777/8/9 Transmitters, VC, and Pattern 8781 Switch, Selector, for VF—Keys for Boxes ... ..	(c) B.R. 674 and K.R. & A.I.
229	W/T—Submarines H/F Cable Aerial—Aerial Outfit, Group AR ( <i>Submarines of “Oberon”</i> and later <i>Classes</i> )	(d)
230	Signal Flags and White Ensigns, 6 Breadths—Revised Equipment for Sloops, etc. ... ..	
232	Glass Sticks for Commutators—Supply of Alternative Materials ... ..	
234	Form S.365A—Report on N.C.O.s and Men, Royal Marines, for Promotion ... ..	(c) K.R. & A.I.
235	Address Indicating Groups and Collective Call Signs— REPORTS ... ..	(b) A.F.O. 467/37.
236	Civilian Staffs—Appointments ... ..	(a)
237	Civilian Staffs—Vacancies ... ..	
238	Unestablished Officers on Appointment to an Established Grade—Salary Adjustment ... ..	(d)
239	Casual Employees—Procedure on Falling Sick ... ..	(b) A.F.O. 831/36.
241	Steel Steamships—Preservation ( <i>Dockyards</i> ) ... ..	(c) B.R. 674.
242	Form D.536—Motor Transport Statistical Return— Revision ... ..	(d)
243	Mesothorium Compound—Addition to Authorised List of Naval Stores ( <i>H.M. Dockyard, Portsmouth, Compass Observatory, Slough, and Admiralty Overseers</i> ) ... ..	
244	Death of His Majesty King George V—Mourning Orders	(a)
245	Death of His Majesty King George V ... ..	(d)
246	Message from H.M. The King to the Navy ... ..	
247	Death of His Majesty King George V ( <i>Shore Establish- ments only</i> ) ... ..	(a)
248	Death of His Majesty King George V ... ..	(a)
249	Use of Mourning Stationery ... ..	
250	H.M.S. “ <i>Wrestler</i> ”—Assistance rendered to the S.S. “ <i>Barfonn</i> ”—Presentation by Owners and Underwriters of the “ <i>Barfonn</i> ” ... ..	(d)
252	Examination for Paymaster Lieutenant-Commander and Paymaster Sub-Lieutenant—Coding and Cyphering...	(a)
253	Interpreter—Examination, April, 1936 ... ..	
254	Director of Navy Contracts—Appointment ... ..	
256	Promotion to Commissioned Rank—Discharge to Depôts ... ..	
257	New Zealand Division—Officers Required on Loan ...	(c) New Gunnery Training Manual, Volume I, Course 22 and Syllabus I.9.
259	Gunners—Deep Diving Course ... ..	
260	Armament Training of Air Gunners for the F.A.A. ...	(d)
261	Officiating Minister of Religion ... ..	(b) A.F.O. 128/37.
262	Admiralty Surgeon and Agent ( <i>Wellington, Shropshire</i> )...	(c) Navy List.
263	Ordinary Signalmen and Ordinary Telegraphists—Sea- time Qualification for Advancement ... ..	(d)
264	Rifle Drill ... ..	(c) K.R. & A.I.
265	National Health Insurance ... ..	
266	Queen Alexandra’s R.N. Nursing Service—Messing Contribution ... ..	(b) A.F.O. 663/37.
267	Canteens—Headquarters Naval Canteen Committee— Report of Proceedings at 54th Meeting... ..	(d)
268	Admiralty Fire Control Clocks, Mark I, and Admiralty Fire Control Tables, Mark V—Tuning Handle Engage- ment (“ <i>Ajax</i> ,” “ <i>Arethusa</i> ,” “ <i>Sydney</i> ,” “ <i>Galatea</i> ,” and “ <i>Apollo</i> ”; “ <i>C</i> ” and later <i>Classes of Destroyers</i> ) ...	



A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
269	Fire Control (L.A.)—Inclinometers, S.F. VII and later— Use in Heavy Weather—REPORTS ... ..	(d)
270	Anti-aircraft Gunnery—Corrections to Elevation and Fuze-setting to compensate for Differences in M.V.s of Individual Guns ... ..	(c) C.B. 3028.
271	Gun Mountings, 4-in., H.A., III* and IV—Supply of Screw Grease Guns for Charging Intensifiers of Pneumatic Recuperators ... ..	(d)
272	Shell, Based Fuzed, Found Damaged—Cover Plates not to be Removed—Withdrawal of No. 8 Keys ... ..	(a)
275	Torpedo Appropriation (" <i>Repulse</i> ") ... ..	(c) C.B. 1771.
276	Above-water Torpedo Tubes with Combined Type of Firing Gear—21-in. Q.R., Marks V, VI*, VII, VIII, 21-in. T.R., Mark IV, and 21-in. P.R., Mark I—Safety Arrangements to Prevent Accidental Firing of Torpedo Tubes ( <i>Vessels and Dockyards concerned</i> ) ... ..	(d)
277	Gyroscopes, A.R.A. (for H.M.S. " <i>Effingham</i> ") and A.R.N.—Fitment of Locked Fork ... ..	
278	Load Indicator, Pattern 8892—Issue—REPORTS ( <i>T.S.D.S. and M/S Flotillas</i> ) ... ..	(c) O.U. 5430.
281	Electric Light Fitting, Pattern 8082, for Mirrors— Introduction ... ..	
282	Minesweeping Winch Reserve—REPORTS ... ..	
284	Aircraft Compass, Type O.2—Spare to be carried in Ships fitted with a Catapult ... ..	
285	O.2 Compasses—Issue of Spare Azimuth Circles... ..	
286	Vulcan Clutches ( <i>H.M. Ships "Achilles," "Orion," "Neptune," "Ajaz," "Apollo," "Amphion," "Arethusa," and H.M.A.S. "Sydney"</i> ) ... ..	(d)
287	Special Steel Wire Brushes for Ships with Boiler Tubes of Small Radius of Curvatures ... ..	
288	W/T—Connectors, Pattern 3656, for H/F (Cable) Aerials in Submarines ... ..	
289	Money Chests—Pattern 1464 ... ..	(c) B.R. 674—Store Duties Instructions.
290	Colours for "As fitted" and Working Drawings for Pipe Lines in H.M. Ships except Submarines ... ..	(b) A.F.O. 1445/36.
291	Spun yarn—Adoption of New Zealand Hemp ... ..	(d)
292	Stores on Permanent Loan—Transfer of Officers ( <i>H.M. Ships and Establishments Centrally Stored</i> ) ... ..	(c) B.R. 4.
293	R.M. Clothing, Appointments, etc.—Issuing Prices ... ..	(d)
294	Sets of Marked Bedding ... ..	(c) B.R. 93.
295	Reporting Officers' Cypher—Issue and bringing into force of Recyphering Table No. 2 ... ..	(d)
297	Form O.1—Revised O.432 to include O.405 ... ..	
298	Civilian Staffs—Appointments ... ..	(a)
299	Removal, etc., Expenses—Civil Staff ... ..	
300	Appointments to Yards Abroad—Vaccination Certificates	(c) O.U. 5225.
301	Chemical Fire Extinguishers—Posters regarding the use of ... ..	(d)
302	Vote 8—Section II, Subhead G ... ..	
303	H.A. Firing—Compensation for Ballistic Errors... ..	
304	Acting Sub-Lieutenants Appointed Afloat—Promotion	(a)
305	Navigation and Pilotage Syllabus for Naval Cadets and Midshipmen ... ..	(b) See A.F.O. 1010/36.
306	Royal Canadian Navy—Pay, etc., Arrangements and Conditions of Service ... ..	(b) A.F.O. 2998/35.
307	R.N.R. and R.N.V.R. Officers—Reports to be Rendered	
308	Naval and Marine Personnel—Re-settlement in Civil Life—Government Employment ... ..	(d)
309	} Naval Salvage Money—Distribution ... ..	(a)
310		
311	Royal Naval Benevolent Trust—Contributions from Canteen Funds ... ..	(d)
312	Sports—R.N. and R.M. Athletic and Boxing Associations —Fixtures, 1936 ... ..	(a)

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
313	Guns, Machine, Vickers, 0.5-in., Mark III—Introduction of New Pattern Plate, connecting Retaining Pawls, left hand and right hand Feed Block, Mark II... ..	(d)
314	Cordite—Landing—Destruction ... ..	
315	Quarter Bills (Form S.255)—Amendments ( <i>Submarines concerned</i> ) ... ..	
316	Discharge of E.A. Torpedoes—FURTHER REPORTS	(a)
318	Torpedoes—Air Vessel Test ... ..	(c) O.U. 5449.
320	Torpedo Gyroscopes, N.A.R.M. and A.R.K. Types—Alterations to contents of Chests, Tools, and Spare Gear ... ..	(c) C.B. 1876D.
323	Provision of Special Wire Pendant for Hoisting in Torpedoes by a Crane ( <i>Cruisers</i> ) ... ..	(d)
326	W/T Valve Buzzer Circuits ( <i>Capital Ships, Aircraft Carriers and Cruisers, undergoing large repairs</i> ) ... ..	(b) A.F.O. 1722/36.
327	W/T—Condenser, Electrolytic, Pattern 8875—Supply of Spares for Repair of Filter Unit, Pattern 8827/K ... ..	
328	Warning Telephone Installations, Type 401—Removal of Oiled Silk Protection from Microphone ... ..	
329	B.R. 347—Establishment of Naval Stores for Steam Trawlers and Boom Working Vessels—D.116—List of Particulars ... ..	(d)
331	Deck Tackles and Blocks—Landing (“ <i>Kent</i> ,” “ <i>London</i> ,” and “ <i>Dorsetshire</i> ” <i>Classes</i> , “ <i>Exeter</i> ,” “ <i>York</i> ,” and “ <i>Adventure</i> ”) ... ..	
332	Storing Arrangements—Persian Gulf Division—Amendments ... ..	(b) A.F.O. 2631/31.
333	O.U. 5482—Drill for 4-in., Q.F., Marks XVI and XVII Guns, on H.A. Twin, Mark XIX Mountings—Issue ... ..	(a)
334	O.U. 6090 (K)—Range Table No. 328, for 4-in., Q.F., Marks IV and XII, and B.L., Mark VIII Guns. Revised page 5 dated December, 1935—Issue...	
335	Form O.1—Introduction of O.37 for Torpedo Depôts, etc. ... ..	(d)
336	Civilian Staff—Appointments ... ..	(a)
337	Civilian Staff—Vacancy ... ..	(d)
339	R.N. Torpedo Works, Alexandria—Address ... ..	
340	Memorandum N.I. (S), 1932—Amendments ... ..	
341	Memorandum N.I. (U), 1932—Amendments ... ..	
342	C.B. 1783 (29)—Amendment ... ..	
343	C.B. 1791/33—Amendment ... ..	
344	C.B. 1814 (29)—Amendment ... ..	
345	C.B. 1917—Amendments ... ..	
346	C.B. 1919—Amendments ... ..	
347	C.B. 1935—Amendments ... ..	
348	C.B. 3000 (31)—Amendments ... ..	
349	C.B. 3000A (27)—Amendments ... ..	
350	C.B. 3015—Amendment ... ..	
351	C.B. 3019—Amendment ... ..	
352	C.B. 3020 (1)—Amendments ... ..	
353	C.B. 3028—Amendments ... ..	
354	B.R. 14—Drafting Regulations ... ..	
355	B.R. 62—R.N.R. Regulations (Officers) ... ..	§
356	B.R. 63—R.N.R. Regulations (Men) ... ..	
357	B.R. 65—R.N.V.R. Regulations ... ..	
358	B.R. 669—Instructions for the Conduct of Cash Duties, 1932 ... ..	
359	B.R. 670—Regulations for H.M. Naval Yards Abroad...	
360	B.R. 672A—Expense Accounts Instructions—Repayment Services, 1926 ... ..	
361	B.R. 674—Store Duties Instructions ... ..	
362	B.R. 677—Instructions for the Royal Naval Hospitals and other Medical Establishments at Home and Abroad, 1927 ... ..	
363	B.R. 697—Training Service Regulations ... ..	
364	O.U. 5225—Home Dockyard Regulations, 1925 ... ..	
365	O.U. 5408/35—Naval Magazine and Explosives Regulations ... ..	

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
366	O.U. 5427—Defence Against Gas ... ..	
367	O.U. 5449—Regulations for Maintenance of 21-in., Marks II-V Torpedoes ... ..	
368	O.U. 5450—Regulations for Maintenance of 21-in., Mark IV* S. and S.O. Torpedoes ... ..	
369	O.U. 5451—Regulations for Maintenance of 21-in., Mark VII Torpedoes ... ..	
370	O.U. 5452—Regulations for Maintenance of 24½-in., Mark I Torpedoes ... ..	
371	O.U. 5455/1933—Torpedo Drill Book—A.W. Revolving Tubes ... ..	
372	O.U. 5461—Handbook for 21-in. Torpedoes, Marks II-V	
373	O.U. 6090 (B)—Range Tables for 4·7-in. Guns ... ..	
374	O.U. 6090 (E)—Range Tables for 2-pdr. Guns ... ..	
375	O.U. 6090 (J)—Range Tables for 6-in. Guns ... ..	
376	O.U. 6090 (K)—Range Tables for 4-in. Guns ... ..	
377	O.U. 6090 (W)—Range Tables for 8-in. Guns ... ..	
378	O.U. 6178—Handbook of Signalling Equipment ... ..	
379	O.U. 6209—Salvage Craft, Yard Craft, etc., and Salvage Plant—Particulars ... ..	
380	O.U. 6234—Reserve of Naval Stores at Home Dockyards	
381	O.U. 6247—Regulations for Maintenance of 21-in., Mark VIII-VIII* Torpedoes ... ..	
382	O.U. 6251—Regulations for Maintenance of 21-in., Mark IX-IX* Torpedoes ... ..	
383	O.U. 6259—Regulations for Maintenance of 18-in., Mark VIII* Torpedoes ... ..	
384	O.U. 6270—Memorandum on Reserves of Naval Stores at Naval Yards Abroad ... ..	
385	O.U. 6281—Regulations for Maintenance of 18-in., Mark XI Torpedoes ... ..	
388	Submarine Smoke Candles—Types in Service and Instructions for their use in Exercises ... ..	(b) C.A.F.O. 2651/35.
390	Signalling between H.M. Ships and British Merchant Vessels—Quarter ended 30th September, 1935 ... ..	(a)
391	Tropical Clothing for Personnel of the Fleet Air Arm ... ..	(d)
392	Zones of Promotion ... ..	(b) A.F.O. 2878/36.
393	Observers' Course—Officers Selected ... ..	(a)
394	Re-engagement of Time-expired Men for Three Years ... ..	(b) A.F.O. 134/37.
395	Ratings Re-engaging after Completing Time for Pension —Relative Seniority ... ..	(b) A.F.O. 2286/36.
396	Telegraphist Air Gunner—Transfer to Air Gunner ... ..	(b) A.F.O. 798/36.
398	Admiralty Surgeons and Agents ... ..	(c) Navy List.
399	Dutiable Mess and Canteen Stores—Form of Application	(d)
401	Admiralty Fire Control Clock, Mark I—P.I.L. Measure- ment of Datum Distance ("Exmouth," "Faulknor," "E" and "F" Class Destroyers) ... ..	(d)
402	Gun Mountings, 8-in., Marks II and II*—Leading Cables into Turrets ("Norfolk" Class, "York" and "Exeter")	(b) A.F.O. 824/37.
403	Gun Mountings, 6-in., Mark XXI ("Leander," "Neptune," "Orion," "Achilles," "Ajax," "Arethusa," "Galatea," "Sydney," and Reserve Mountings) ... ..	(d)
404	Gun Mountings, 4-in., C.P. II—Provision of Clearance in Breech Ring Bracket carrying Spring Case ... ..	(b) A.F.O. 148/37.
407	Cordite for which Heat Test Results for 1935 have not been received—REPORTS ... ..	
408	O.Q.F., 4·7-in., Marks VIII, IX, IX* and IX**—Breech Blocks—REPORT ... ..	
409	Fuzes, Time, No. 198, Mark II, R.L., Lot 47, filled 4.32— Critical Examination ... ..	
410	Magazines, Shell Rooms and Ammunition Supply— Strongbacks to Circular Hatches, Flush Type— Modification ( <i>All Destroyers in Commission</i> ) ... ..	(d)
412	Binoculars, Patterns 1900, 1900A and 1948—Fitting of Centre Bar for Mounting on E.B.I. Sights or other Brackets ( <i>All Ships and Dockyards</i> ) ... ..	

A.F.O.	Subject.	Disposal.
1936—	(contd.).	
413	Torpedoes—Blowing and Collision Heads—Revision of Nomenclatures ... ..	(c) O.U. 5407.
414	Crutches, Pedestals, etc., for 18-in. Torpedoes—Allowance—REPORT ( <i>Ships (except Aircraft Carriers) with 18-in. Aircraft Torpedoes</i> ) ... ..	(d)
415	Improved Types of Cabin, Messdeck, and Bulkhead Electric Light Fittings, etc., and Small Switches—Introduction ... ..	(b) A.F.O. 331/37.
416	Smoke Floats—Device for Screening Igniters at Night	} (d)
417	36-in. S/L Lamps, Mark VI and VIB—REPORT ...	
418	Boiler Tubes ( <i>H.M.S. "Speedwell"</i> ) ... ..	
419	Transmitter VC—Defects in Early Issues ... ..	} (b) A.F.O. 2593/36.
423	Anti-dimming Materials—Re-introduction of "Rosevue"	
425	Grease Gun Lubrication ( <i>H.M. Ships fitted with Standard Superstructures</i> ) ... ..	
426	Signalling, etc., Lanterns—Allowances ( <i>Submarines of "Oberon" and later Classes</i> ) ... ..	} (d)
427	Lifting Blocks for "Narwhal," "Rorqual," and "Grampus" and later Vessels of "Porpoise" Class—Allowance ... ..	
428	Discs, Compass Comparison, Pattern 69—Allowance to A/S Trawlers ... ..	
429	Electric Kettle for Sick Bay in Sloops—Allowance ...	} (b) A.F.O. 1557/37.
431	Pilot Balloon Observations—General Instructions, etc.	
432	Shipment of Torpedo Tubes by Commercial and Government Craft ... ..	
433	R.M. Clothing, Appointments, etc.—Issuing Prices ...	(d)
434	Yeast for Breadmaking ... ..	(b) A.F.O. 1944/36.
435	Tropical Working Rig ... ..	(c) B.R. 82.
436	C.B. Form U.2C (35)—Correction No. 7 ... ..	(b) C.A.F.O. 215/37.
437	Libraries—Officers' Reference—Jane's "Fighting Ships" and "All the World's Aircraft"—REPORT ... ..	(a)
438	O.U. 5302—"Mining Drill Book"—Distribution ...	(d)
439	Official Wireless Messages to British Merchant Ships ...	(b) A.F.O. 586/37.
440	Civilian Staff—Appointments ... ..	} (a)
441	"S" Class Clerks—Promotions to Admiralty Departmental Clerical Class ... ..	
442	Writing Assistants, Shorthand-Typists, and Typists Employed at the Outports—Promotions to Departmental Clerical Class ... ..	
443	Civilian Non-Industrial Staff—Revised Procedure for Promulgating Appointments, etc. ... ..	(b) A.F.O. 338/36.
444	Dockyard Expense Accounts—Dates of the Four-Weekly Accounting Periods in 1935-36 ... ..	(b) A.F.O. 576/36.
445	Annual Demands for Naval Stores from Yards Abroad ...	} (d)
446	Classification of Oars returned from Service ... ..	
447	Foreign Ports—Procedure in connection with Notification of Visits of H.M. Ships—Amendment No. 2 ...	
448	Marching through the City of London—Procedure ...	(c) B.R. 83.
449	Courses at Army Schools—Vacancies for Naval Officers and Ratings ... ..	(b) A.F.O. 724/36.
450	Special Entry and Paymaster Cadetships in the R.N. and First Appointments in the Royal Marines—Vacancies	} (a)
451	Assistance rendered to U.S.S. "Fulton" by H.M.S. "Wishart"—Awards by President of United States	
452	Admiralty Surgeons and Agents ... ..	
453	V/S and W/T Non-substantive Ratings—Training and Qualification—Temporary Measures ... ..	(c) Navy List. (c) K.R. & A.I., Paras. 1-3; (b) A.F.O. 2615/36, Para. 4; (a) Para. 5.
454	Special Service Ordinary Signalmen and Ordinary Telegraphists—Advancement to Signaller (S.S.) or Telegraphist (S.S.) ... ..	(c) K.R. & A.I.
455	Marriage Allowance—Rates to be Paid during the Year, April, 1936, to March, 1937 ... ..	} (a)
456	Royal Tournament, 1936 ... ..	

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
457	Royal Tournament, 1936—Cadet Entries ... ..	(a)
458	Combined Services Rugby Ball, and Inter-Services Rugby Football Dinner ... ..	
459	Sports—R.N. and R.M. Rugby Union ... ..	
460	Sports—R.N. and R.M. Sports Control Board—Donation	
461	Fire Control Instrument—Device for Recording Time on Aim and Loading Time ... ..	(d)
462	Dumaresqs, Mark IV*, Pattern 9488—Additional Gear Boxes ("Kent" and "London" Classes, and Dockyards) ... ..	
463	Guns, Q.F., 4.7-in., Marks IX* and IX**—Modification to Breech Ring and Bracket Supporting Shot Tray Safety Cam ... ..	
464	Breech Mechanism, Q.F., 4.7-in., Marks VIII, IX, "C" and "D," Marks IX* and IX**, "E," "F," and "G," Marks VIII, IX, IX*, and IX** Guns—Modification to Retracting Lever of Cranks, Marks I* and II ... ..	
465	Brushes, Rammer, and Sponge, B.L., 5.5-in. Guns, Marks I* and II—Modification ... ..	
466	Torpedoes, 18-in., Mark VIII*, F.A.A. Type—Levers, Air, St. No. 773A—Modification ... ..	
467	Gas Attacks on Ships—Distribution ... ..	
469	36-in. Searchlight Lamps, Marks VI and VIB—Wire for Rewinding Resistances in—Introduction ( <i>Ships so fitted and Dockyards</i> ) ... ..	
470	Front Glasses for 18-in. and 24-in. Projectors ( <i>Ships concerned and Dockyards</i> ) ... ..	
471	Transmitting Anemometers—Magslip Type ... ..	(b) C.A.F.O. 1833/36.
472	Issue of New Chart—REPORT ... ..	(a)
473	Magnetic Compass Establishments ( <i>H.M. Ships "Bittern," "Sheldrake," "Kittiwake" and "Gleaner"</i> ) ... ..	(d)
474	W/T Mast—Bridge Control Valve ( <i>Submarines</i> ) ... ..	
475	Hawsers, Shackles, Swivels, etc., for Towing Targets—Revised Allocation ... ..	(b) A.F.O. 1162/37.
476	Selected Reports of Gunnery Practices—Method of Publication ... ..	(d)
477	H.M.S. "Liverpool"—Appointment of Principal (Ship) Overseer ... ..	(a)
478	Forms F.A.11—Account of Receipt of Bunker Fuel ( <i>Royal Fleet Auxiliaries</i> ) ... ..	(d)
480	Civilian Staffs—Appointments ... ..	(a)
481	Civilian Staffs—Vacancies ... ..	
482	Chemists, R.N. Cordite Factory—Vacancies ... ..	(d)
486	Naval Observers and Observers' Mates—Courses ... ..	
487	Dental Officers—Revised Conditions of Service ... ..	(b) A.F.O. 128/37.
488	Officiating Minister of Religion ... ..	(d)
489	Royal Marines—Re-engagement ... ..	(b) A.F.O. 729/36.
490	Professional Examinations for Petty Officer and Leading Seamen—Results ... ..	
493	Royal Navy Medical Club ... ..	(d)
494	Naval Canteens—Arrangements for 55th Meeting of the Headquarters Naval Canteen Committee ... ..	(a)
495	Civil Employment of Regular Sailors, Soldiers, and Airmen ... ..	(d)
496	Association of Retired Naval Officers—Annual Report for 1935 ... ..	(a)
497	H.A.C.S. Instruments—Fitting Improved Fuze Prediction Gear—REPORT ( <i>Ships and Gunnery Schools concerned; Dockyards</i> ) ... ..	(b) C.A.F.O. 3098/36.
498	Gun Mountings, 8-in., Mark I and I*—Tool for removing Shell from Bogie to Shell Ring ("Kent" and "London" Classes) ... ..	
499	Rangefinders—Fitting of Range Receivers from Bridge Rangefinders in the Transmitting Station ("Ajaz," "Amphion," "Arethusa," "Galatea," "Leander," "Neptune," "Orion" and Dockyards) ... ..	

A.F.O.	Subject.	Disposal.
1936	(contd.).	
500	Bomb-Loading Equipments—F.A.A. ... ..	(d)
501	Ammunition Supply to Q.F., 4-in., H.A. Guns ("Amphion," "Apollo," and "Arethusa" Class) ...	
505	Torpedoes, 21-in., Marks VIII-IX*—Replacement of Spanners, St. No. 22, by Spanners, St. No. 484 ...	(c) C.B. 1876 O.
506	Torpedo Igniters—Revised Allowance ... ..	(c) C.B. 1876 A & B.
507	Tandem H.P. and L.P. Dynamos ( <i>Cruisers</i> , "York" and later Classes) ... ..	(d)
509	Fuze Release Switches—Fuze Elements ... ..	(b) A.F.O. 160/37.
510	Spares for Oil Fuel Sprayers—Allowances ... ..	
511	W/T—Aerial Rig in Flotilla Leaders ... ..	(d)
512	W/T, Type 47—Supply of New H/F Panel ... ..	
513	Spares for Fire Control Equipment—Allowance ( <i>Flotilla Leaders and Destroyers</i> ) ... ..	(d)
514	Chest of Drawers, Pattern 727A—Allowance ( <i>Leaders and Destroyers</i> ) ... ..	
515	Provision Issuing Prices—Messing, Victualling, General Mess, Provision, etc., Allowances—Half-yearly Review	(a)
516	Form O.373—Revision. Form O.373A—Introduction	(d)
517	Form S.1486—Abolition ... ..	
518	Statistics required by General Post Office ... ..	(a)
519	H.M.S. "Norfolk III"—Postal Address ... ..	(d)
519a	H.M. Stationery Office—Stocktaking ... ..	(a)
520	Civilian Staffs—Appointments ... ..	
521	Civilian Staffs—Vacancies ... ..	(a)
523	Leading Tracers—Consolidation of Increments ...	
524	Admiralty Administrative Whitley Council—Composi- tion for the Year 1935-36 ... ..	(d)
525	Coal Supplied to Admiralty Establishments under H.M. Office of Works Contracts ... ..	
526	Expenditure of Storekeeping Centres and Factory Ex- pense Accounts—REPORTS ... ..	(d)
527	Pincers—Verification of Patterns... ..	
528	Rose Bits, Sch. 54-VI—Verification of Patterns... ..	(a)
529	Assessment of Muzzle Velocities and Tenuity Correction—Alternative Methods ... ..	
530	Goodenough Memorial Prize—Award for 1935 ... ..	(a)
531	Ryder Memorial Prize—Award for 1935... ..	
532	Courses at Army Schools—Vacancies for Naval Officers and Ratings ... ..	(c) K.R. & A.I.
533	Ordinary Seamen (Tr.)—Employment as Paid Acting Submarine Detector Operator ... ..	
534	Ratings "Trained in Minesweeping" and Trained Mine- sweeping Winch Operator ... ..	(b) A.F.O. 1470/36.
535	R.N.R. Officers—Service in the Fleet—Counting of Time for Board of Trade Purposes ... ..	(c) B.R. 62.
537	Private Motor Vehicles—Use by Naval and Civilian Personnel on Official Business—Insurance Policies ...	(c) O.U. 5225.
538	Navy Estimates, 1936—Changes in Classification ...	(d)
539	Naval Salvage Money—Distribution ... ..	(a)
540	Sports—R.N. and R.M. Lawn Tennis Association— Lawn Tennis Championships and Davis Cup Challenge Round at Wimbledon, 1936 ... ..	
542	Director Firing Gear, 4-in., H.A., Mark IV Mountings— Modification to Drive to Training Receiver ("Leander," "Neptune," "Orion," "Achilles," "Ajax," "Amphion," "Arethusa," and Dockyards concerned)... ..	(d)
543	Director Firing Gear—Issue of Pattern G.355 and G.355* Monocular Prismatic Telescopes for Layer and Trainer at Director Sights—REPORTS ("Nelson," "Rodney," "Kent," and "London" Classes) ... ..	(b) A.F.O. 2754/36.
544	Guns, 4-in., H.A.—Extension of Gun Decks ("London" Class and Dockyards) ... ..	(d)
545	Gun Mountings, .5-in., "M," Marks I and I* Mountings, Regd. Nos. 2 and beyond—Modification to No. 4 Cradle to prevent Jamming of Elevating Gear, due to the Accumulation of Ejected Cases... ..	

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
546	Breech Mechanism, Q.F., 4·7-in., Marks VIII-IX, "C," Mark IX*, "D," Marks IX* and IX**, "E," "F," and "G," Marks VIII, IX-IX*, and IX** Guns—Fitting New Pattern and Plug with Rivet to Rod Safety and Bar Firing ... ..	(d)
547	Cordite—Landing—Destruction ... ..	
550	Mining Cable, Pattern 660—Lengths in which Supplied...	
551	Switches, D.P., 10 amperes—Introduction ... ..	(b) A.F.O. 331/37.
552	W/T, Type 75X—Replacement of Valve, Wireless, NT16, by Valve, Wireless, NT20 ... ..	
555	Stowage Box, Pattern 3120—Withdrawal of Allowance to "S" Class Submarines ... ..	
556	High Tension Motor-Generator Alternators, Patterns 2084 and 2085, and Cupboards, Pattern 2128, for Asdic Installations—Earthing of ... ..	
557	Davis Submerged Escape Apparatus—Cup Leathers for Booster Pump, Pattern 1478 ... ..	(d)
560	Electric Hot Air Blowers—Supply ( <i>Catapult Ships</i> ) ... ..	
561	Naval Stores Transferred between Ships ( <i>Non-centrally Stored Vessels</i> ) ... ..	
563	2½-in. Coir Hawser for Mooring Aircraft Astern in Calm Weather—Supply ... ..	
563A	Long Service Pensioners, Reservists, etc., Entered for Temporary Service in the Fleet—Bedding ... ..	
564	Boats' Signal Book—Revised Edition ... ..	
565	B.R. 19—Issue of Revised Edition ... ..	(a)
566	B.R. 62 (2)—Issue ... ..	
567	B.R. 65 (2)—Issue ... ..	
568	Form S.1245, Gunnery History Sheet—Revision to include Form S.1233, Trade and Vocational Training Certificates ... ..	(c) K.R. & A.I.
569	Civilian Staffs—Appointments ... ..	
570	Civilian Staffs—Vacancies ... ..	(a)
571	Examination for Situations as Shorthand Typist ... ..	
573	Electrical Generating Station Staff—Agreements of Men Appointed for Service Abroad ... ..	(c) B.R. 669.
574	Widows', Orphans' and Old Age Contributory Pensions Acts—Voluntary Contributors ... ..	(a)
575	Subhead E.2g—Special Reserve Sets of Naval Stores ... ..	(b) C.A.F.O. 3101/35.
576	Dockyard Expense Accounts—Dates of the Four-Weekly Accounting Periods in 1936-37... ..	(a)
577	Boats and Life Floats to be Delivered Direct to Ship-builders' Works ... ..	
578	Paravane Fittings for H.S.M.S. ... ..	(d)
579	Pipes, Conduits, Ducts, and Cables—Identification and Marking of, in Buildings... ..	(b) A.F.O. 793/36.
581	C.B. 998—Amendment ... ..	
582	C.B. 1791/33—Amendments ... ..	
583	C.B. 1814 (29)—Amendment ... ..	
584	C.B. 3020 (6)—Amendment ... ..	
585	C.B. 3026—Amendment ... ..	
586	B.R. 16—Engineering Manual ... ..	
587	B.R. 17—Field Service Pocket Book ... ..	
588	B.R. 49 (1933)—Naval Secretariat Handbook ... ..	
589	B.R. 61—R.F.R. Regulations ... ..	
590	B.R. 62—R.N.R. Regulations (Officers) ... ..	
591	B.R. 63—R.N.R. Regulations (Men) ... ..	
592	B.R. 65—R.N.V.R. Regulations ... ..	§
593	B.R. 201/35—Turret Gun Drill for 15-in., Mark I Guns on Twin, Marks I, I*, and II Mountings ... ..	
594	B.R. 210/34—Drill for 4-in., Q.F., S.A. Guns on L.A. Mountings... ..	
595	B.R. 225—Gun Mounting Store Duties Instructions, 1932	
596	B.R. 669—Instructions for the Conduct of Cash Duties, 1932 ... ..	
597	B.R. 670—Regulations for H.M. Naval Yards Abroad...	

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
598	B.R. 677—Instructions for the Royal Naval Hospitals and other Medical Establishments at Home and Abroad, 1927 ... ..	
599	B.R. 886—Regulations for the Supply of Residential Furniture ... ..	
600	O.U. 5225—Home Dockyard Regulations, 1925 ... ..	
601	O.U. 5377/35—Drill for 4·7-in., Mark VIII Gun on H.A., Mark XII Mounting ... ..	
602	O.U. 5408—Naval Magazine and Explosives Regulations, 1935 ... ..	
603	O.U. 5422/34—Drill for 4·7-in., IX and IX* Guns on C.P. XIV and XVII Mountings ... ..	
604	O.U. 5428—Handbook of the Torpedo Gyroscope ... ..	
605	O.U. 5449—Regulations for Maintenance of 21-in., Marks II-V, Torpedoes ... ..	
606	O.U. 5450—Regulations for Maintenance of 21-in., Mark IV*, S. and S.O. Torpedoes ... ..	
607	O.U. 5451—Regulations for Maintenance of 21-in., Mark VII Torpedoes ... ..	
608	O.U. 5452—Regulations for Maintenance of 24½-in., Mark I Torpedoes ... ..	
609	O.U. 5453—Drill for 0·5-in. Guns on "M," Mark I Mountings ... ..	§
610	O.U. 5463—Handbook on Ammunition ... ..	
611	O.U. 5464/35—Drill for 4-in., Mark V Gun on H.A., III and IV Mountings ... ..	
612	O.U. 6090 (B)—Range Tables for 4·7-in. Guns ... ..	
613	O.U. 6090 (D)—Range Tables for 15-in. Guns ... ..	
614	O.U. 6090 (J)—Range Tables for 6-in. Guns ... ..	
615	O.U. 6090 (K)—Range Tables for 4-in. Guns ... ..	
616	O.U. 6147—Handbook for Sinkers, Marks XII-XII* ... ..	
617	O.U. 6164—Handbook for Mine H.II, Mark II ... ..	
618	O.U. 6247—Regulations for Maintenance of 21-in., Mark VIII-VIII* Torpedoes ... ..	
619	O.U. 6251—Regulations for Maintenance of 21-in., Mark IX-IX* Torpedoes ... ..	
620	O.U. 6259—Regulations for Maintenance of 18-in., Mark VIII* Torpedoes ... ..	
621	O.U. 6270—Memorandum on Reserves of Naval Stores at Yards Abroad ... ..	
622	O.U. 6281—Regulations for Maintenance of 18-in., Mark XI Torpedoes ... ..	
623	R.N.A.S.B.R. Regulations ... ..	
624	Mourning for His Late Majesty King George V—Observance by the Royal Navy ... ..	(a)
625	Saluting Stations—British and Foreign Ports ... ..	(b) A.F.O. 354/37.
626	Naval History Essay Competition, 1935—Results ... ..	(a)
627	Warrant Officers—Uniform ... ..	(b) A.F.O. 1803/36.
628	Officiating Ministers of Religion ... ..	(b) A.F.O. 128/37.
629	Admiralty Surgeon and Agent (Pembroke Dock) ... ..	
630	Indian Empire and Eastern Garden Party, 1936 ... ..	(a)
631	E.R.A.s, O.A.s, and E.A.s, 5th Class—Direct Entry ... ..	(c) K.R. & A.I.
632	Naval Salvage Money—Distribution ... ..	(a)
633	R.N.R. Skippers Serving in the Fleet—Provision of White Uniform ... ..	(c) B.R. 62.
634	Vocational Training—Allocation of Admiralty Grant for the Financial Year 1936 ... ..	(a)
635	National Association for Employment of Regular Sailors, Soldiers and Airmen ... ..	(d)
636	Royal Marines' Rifle Association Meetings, 1936 ... ..	
637	Director Firing Gear—Incorrect Method of Setting Tilt Correctors ( <i>Dockyards and Vessels concerned</i> ) ... ..	(a)
638	2-pdr., H.A., Sub-calibre Guns and Ammunition— I. Withdrawal of Supplies from H.A.C.S. Ships II. Future Supply Arrangements for other Ships ... ..	(b) A.F.O. 1930/36.
639	Guns, Machine, Vickers, ·5-in., Mark III—Discontinuance of use of Gauge, Plug Bore, Low Limit for P.C.—De-nickelling of Barrels) ... ..	(d)



A.F.O.	Subject.	Disposal.
<b>1936</b> —	( <i>contd.</i> ).	
640	Gun Mountings, 8-in., Mark II and II*—No. 3 Interlock—Removal ( <i>Ships and Yards concerned</i> ) ...	(d)
641	Smoke Candles ... ..	(b) C.A.F.O. 274/36.
642	Torpedo Control and Deflection Discs—Supply ...	(b) A.F.O. 220/36.
643	Torpedoes—Air Vessel Test ... ..	(c) O.U. 5449.
644	Naval Stores for use with T.N.T. Demolition Stores—Allowances ... ..	(d)
645	“Cherub” Rotators for Walker’s Logs—Cancellation of Purchase and Trials ... ..	
646	Pattern 3860A, 10-in. Signalling Projectors in lieu of Pattern 5300, 10-in. Signalling Projectors—Fitting ...	(b) A.F.O. 130/36.
647	Flags Flown from the Truck—Modified Fitting ...	(d)
648	Apparatus for the Examination of Internal Parts of Torpedoes—Modification ... ..	
649	Gripes for Sea-boats in Future New Construction Ships—Method of Securing ... ..	(b) A.F.O. 701/36.
650	Accommodation Ladders—Eyebolts to Steel Frame carrying Upper Platform ( <i>New Construction, Cruisers and above</i> ) ... ..	
652	Pneumatic Drilling Machine for Submarines—New Type	(d)
654	Rubber Hose Reinforced with Canvas—Introduction of Government Department Provisional Specification, T.G.50 ... ..	
655	Stores Shipped for H.M. Ships and Services at Haifa ...	(b) A.F.O. 769/36.
656	Handbook of Torpedo Heads and Pistols—Issue ...	(d)
657	C.B. Form U.2C (35)—Correction No. 8 ... ..	(b) C.A.F.O. 215/37.
658	B.R. 63 (2)—Issue ... ..	(a)
659	B.R. 222—“Notes on W/T Sets”—Issue of New Pages	(d)
660	O.U. 5484—Block Sketch Cards of Italian War Vessels, 1936 ... ..	(a)
661	S.425—Report of Inspection—Amendment ... ..	(d)
662	Civilian Staffs—Vacancies ... ..	(a)
664	Passive Defence of H.M. Dockyards and Naval Establishments ... ..	(d)
666	Electrodes—Approved Type ... ..	(b) A.F.O. 2392/36.
667	Control of Main A.A. Armaments, fitted with H.A.C.S., in Close Range Barrage Fire ... ..	(b) C.A.F.O. 1436/37.
672	Danish Fishery Protection Vessels ... ..	(a)
673	Foreign Languages—Result of Annual Examination, 1935 ... ..	
674	New Zealand Division—Officers Required on Loan ...	(b) A.F.O. 1526/36.
675	Air Gunner, Selection for—Qualifications required ...	(c) Navy List.
676	Admiralty Surgeon and Agent (Middlesbrough) ...	(a)
677	V/S and W/T Courses ... ..	(c) K.R. & A.I.
678	Shorthand Typists, Writer Branch ... ..	(b) A.F.O. 746/37.
679	Music—Supply to H.M. Ships, etc. ... ..	(a)
680	Royal United Service Institution—Temporary Suspension of Entrance Fee ... ..	
681	Sports—Royal Navy Hunt Club Point-to-Point ...	(d)
682	Sports—British Olympic Association ... ..	(a)
683	Sports—R.N. and R.M. Rackets and Squash Rackets Association ... ..	(b) A.F.O. 2667/36.
684	Director Firing Gear—Illumination of “A” Type Training and Elevation Receivers ... ..	(b) C.A.F.O. 943/37.
688	Catapults—Mark II Charges ... ..	(b) C.A.F.O. 275/36.
690	Torpedo Appropriation ( <i>Repulse</i> ) ... ..	(d)
691	Above-water Torpedo Tubes, 21-in., Marks Q.R. I, Q.R. II*, Q.R. III, Q.R. III* (“ <i>Duncan</i> ” and “ <i>Defender</i> ” <i>Class</i> ), T.R. II and T.R. III—Adjusting Nuts for Cordite Impulse Gear—REPORTS ( <i>Ships and Dockyards concerned</i> ) ... ..	
692	Torpedo Stores—Alteration in Allowances ( <i>H.M.S. “Dorsetshire” and “Kent” Class Cruisers</i> ) ...	(c) C.B. 1876D.
693	Torpedoes of all Marks—Casing around Inlets to Oil Bottles—Stamping “ <i>Lubricating Oil</i> ” ... ..	(d)
696	Forged Steel Chain Cable, and Gear for use therewith ...	(c) B.R. 367
698	W/T, Type 37—Allocation of Panels 3KM ... ..	(b) A.F.O. 2179/36.

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
699	W/T, Type 50—Engraving of L.P. Range Switch ...	} (d)
701	Accommodation Ladders—Eyebolts to Steel Frame carrying Upper Platform ...	
702	Tools for Naval Artisans and Mechanicians—Equipment on First Entry or on being Rated ...	(c) K.R. & A.I., Vol. II.
703	Desiccators, Pattern 8011—Allowance ( <i>Leaders of Running Destroyer Flotillas</i> ) ...	} (d)
704	Nippers, New Pattern ...	
705	Bombay and Calcutta—Marking of Weights on Packages, etc., for Shipment ...	(c) B.R. 674.
707	Drawing Instruments—Introduction of New Patterns 489 F and G ...	} (d)
708	Washing, etc., at H.M. Naval Establishments, etc., at Chatham ...	
709	Secret and Confidential Communications during Combined Exercises and Operations between the Navy, Army, and Royal Air Force ...	(b) C.A.F.O. 583/37.
710	Libraries—Officers' Reference and Unit—Revision of Catalogue ...	} (d)
711	Boats' Signal Book—Allowance for Submarines... ..	
712	B.R. 97—Manual for Officers' Stewards—Reprint ...	} (a)
713	Local Purchase Form D.258 (i) ...	
714	Form O.6—Ammunition Labels ...	} (d)
715	Form S.134C—Abolition ...	
717	Civilian Staffs—Vacancies ...	} (a)
719	Exception from Unemployment Insurance—REPORT	
720	Accidents to Members of Civil Staff for which Third Party may be responsible—REPORT ...	(b) A.F.O. 591/37.
721	H.M. Naval Yards Abroad—Commercial Electrical Fittings—Procedure for obtaining requirements—REPORTS ...	(d)
722	New Zealand Naval Forces—Revised Rates of Substantive Pay—Pay, etc., Arrangements and Conditions of Service ...	(b) A.F.O. 2702/37.
725	The Gilbert Blane Medal for Medical Officers ...	(c) Navy List Appendix.
726	Interpreter—Examination, June, 1936 ...	} (a)
727	Naval Cadetships at the R.N. College, Dartmouth—Examination ...	
728	Advancement to Acting Petty Officer—Sea-going Qualification ...	(b) A.F.O. 1754/36.
729	Petty Officer and Leading Seaman—Advancement to—Squadron Boards for Professional Examination ...	(c) K.R. & A.I.
730	Advancement of Sick Berth Ratings ...	(d)
731	Pensioner Ratings Re-entered under A.F.O. 2332/35—Seniority ...	(b) A.F.O. 2286/36.
732	Inspector, H.M. Coastguard—Vacancy ...	(a)
734	Admiralty Surgeon and Agent (Exeter) ...	(c) Navy List.
735	Royal Tournament, 1936—Skill-at-Arms Certificates ...	} (a)
736	Sports—The Home Fleet Race ...	
737	Zeebrugge-Ostend Reunion Dinner—Cancellation of ...	} (d)
738	A.B.C. Control System—Modification to Terminals of Control Element, Type C, Pattern 4047 ( <i>Ships fitted with A.F.C. Tables, Marks IV* and V, or with H.A.C.S., Mark III</i> ) ...	
739	Guns, Q.F., 2-pdr., Mark II*—Improvement of Muzzle Gland by fitting of Bronze Filling Ring to the Stuffing Box ...	} (d)
741	Ammunition—Control of Supply to the Fleet for Outfits and Reserves—REPORTS ...	
743	Tubes, Vent, Electric, 5-in., Mark VI, R.A.F., Lot 255, Filled R.F.F., 8.24—Withdrawal—Overhaul ...	(d)
745	Torpedo Tubes, E.P. Firing Reservoirs—Examination and Tests ...	(b) A.F.O. 882/36.
746	Cartridges, Impulse Torpedo—Supply of Percussion in lieu of Combined Primers ...	(b) A.F.O. 1830/36.
747	Gyro-compass Balancers—Specification of Performance	(c) C.B. 1945 (1).

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
749	Steering Motors—Additional Spare Ball and Roller Bearings ("Kent," "London," and "Norfolk" Classes and "York") ... ..	(d)
750	Examination of Switchboards and Modifications in Control Rooms ( <i>H.M. Submarines</i> ) ... ..	
751	Protection Against Gas—Protective Ointment No. 1 and Anti-spray Goggles—Allowances and Supplies ...	(b) C.A.F.O. 25/37.
753	Condenser Sea Inlets and Outlets... ..	(c) B.R. 16.
754	Gun-metal Drain Cocks—Allowance ( <i>Dockyards and Ships concerned</i> ) ... ..	(d)
755	Oxy-acetylene Welding and Cutting Plants—Spare Diaphragms for Pressure Regulators ( <i>Dockyards, Capital Ships, Aircraft Carriers and Cruisers concerned</i> )	
756	Signals for Indicating Changes of Speed to the Asdic Operator—Submarines of "Oberon" and later Classes which are not provided with an Asdic Operating Position Open to Control Room... ..	(b) C.A.F.O. 817/36.
757	Asdic, Hydrophone and Echo-sounding Installations—Preparation of Vessels about to be placed in Reserve—Maintenance ... ..	(b) C.A.F.O. 164/37.
758	A/S Domes, Dermatine—Introduction, Supply and Maintenance ... ..	(b) C.A.F.O. 571/37.
760	Electrical Installation in H.M. Ships—Responsibility of Torpedo and Engineer Officers ... ..	(d)
761	Replace Parts of Machinery, etc., Pyrometers—Head of Charge ... ..	(b) A.F.O. 674/34.
762	Flexible Charging Pipes for Torpedo Purposes—Allowances to Submarines ... ..	(d)
763	Telemotor Accumulators ( <i>H.M. Submarines of "Thames," "Porpoise" and "Swordfish" Classes</i> ) ... ..	
764	Iron Chain Cable—Limit of Wear ... ..	(c) B.R. 4.
766	Lavatory Basins—Introduction of New Patterns ...	
767	Stores Supplied by H.M. Ships to Chartered Vessels ...	(a)
768	Fleet Air Arm—Supply and Accounting for Stores and Equipment ... ..	
769	Stores Shipped for H.M. Ships and Services at Haifa ...	(d)
770	Officers' Mess Traps—Values of Scales of Table Cloths. 1936 ... ..	(c) B.R. 4.
771	Breakages, etc., in Centrally Stored Ships and Establishments—Method of Write-off ... ..	(d)
772	Breathing Apparatus—Modification to Air Chamber ...	
773	Facepieces for Breathing Apparatus ... ..	(b) A.F.O. 467/37.
774	Oxygen Cylinder No. 7904 Missing—REPORT ... ..	
775	Address Indicating Groups and Collective Call Signs ...	(a)
776	O.U. 6283—Issue ... ..	
777	B.R. 19A—Institution ... ..	(d)
778	Form M.114—Abolition ... ..	
779	Form O.6—Ammunition Labels ... ..	(a)
780	Form O.6—Ammunition Labels ... ..	
781	Form O.6—Ammunition Labels ... ..	(d)
782	Form S.67 and S.68—Issue of Revised Forms ... ..	
783	Forms S.1168 and S.1179—Revision ... ..	(a)
784	Dutiable Articles by Letter Post ... ..	(c) K.R. & A.I.
785	Admiralty Engineer Overseer at Messrs. Central Marine Engine Works, West Hartlepool—New Appointment	(d)
786	Civilian Staffs—Vacancies ... ..	(a)
787	Technical Officer, Admiralty Technical Pool—Vacancies	
788	Hastening Naval Stores due from Contractors—Revised Temporary Procedure—REPORTS ... ..	(d)
789	Naval Stores—Subhead B, Items 8, 9, 10, and 11—Future Returns—Taking on Ledger Charge ... ..	
790	Passive Defence of H.M. Dockyards and Naval Establishments ... ..	(a)
791	Propellers—Undue Movement when Tightening up on Shaft Cone ... ..	
792	Minesweeping Components of Old Types—Disposal ...	(d)
794	Lifting Blocks ex Submarines ... ..	

A.F.O.	Subject.	Disposal.
<b>1936</b>	( <i>contd.</i> ).	
795	Royal Australian Navy—Pay, etc., Arrangements and Conditions of Service ... ..	(b) A.F.O. 2873/36.
796	Royal Marines—Colonelcy-in-Chief ... ..	(a)
797	Examination for Rank of Paymaster Sub-Lieutenant, January, 1936—Results... ..	
798	Telegraphist Air Gunner—Transfer to Air Gunner ...	(b) A.F.O. 1526/36.
800	New Zealand Interchange Ratings—Arrangements for Courses ... ..	(b) A.F.O. 2749/36.
801	National Association for Employment of Regular Sailors, Soldiers, and Airmen—Annual Meeting ... ..	(a)
802	Royal Life Saving Society—King's Cup ... ..	(d)
804	Guns, 4-in., Marks V and V*, and "A" V and V* on H.A., Mark IV, Mountings ... ..	(b) A.F.O. 952/36.
806	Cordite—Landing—Destruction ... ..	(d)
807	Bow Protection Paravane Equipment of H.M. Ships—Supply of Special Hacksaw Blades ... ..	(b) C.A.F.O. 549/36.
809	W/T—D/F Outfits—Nomenclature ... ..	(d)
810	W/T, Types 2 and 4—Rotary Converters... ..	(b) A.F.O. 390/37.
811	W/T, Type 53—Alternative Backs and Power Supplies for Transmit-Receive Unit 4S ... ..	(b) A.F.O. 497/37.
816	A/S Exercises—Periodical Summaries to be rendered by Asdic Surface Craft and Submarine Flotillas—REPORTS ... ..	(b) C.A.F.O. 2639/37.
818	Asdic Transmission—Use by Submarines—Investigation of Danger of Betrayal ... ..	(b) C.A.F.O. 315/37.
819	Rangefinders, 80 cm., Pattern 9390, for use with Mark "M" Pom-Pom Directors—Allowance ( <i>Ships fitted with Pom-Pom Equipments earlier than Mark II</i> ) ...	(d)
820	Officers' Mess Traps—Replacement Allowances for 1936 ( <i>Sea-going Ships other than Flotilla Leaders, Destroyers, Minesweepers, etc.</i> ) ... ..	
821	Officers' Mess Traps—Replacement Allowances for 1936 ( <i>Flotilla Leaders, etc.</i> ) ... ..	(c) S.1098.
822	Arisings returned to Central Store—Value ... ..	(d)
823	Earthenware, Glass, and "Starred" Articles allowed to Chief Petty Officers' and Petty Officers' Messes—Replacement Allowances, 1936... ..	
824	O.U. 6090 (D)—15-in. Range Tables, Nos. 226 and 261 ; O.U. 6090 (D)—6-in. Range Tables, Nos. 241 and 348 ; Revised Pages—Issue. O.U. 6090 (D)—6-in. Range Table, No. 332A—Issue ... ..	(a)
825	Form D.136—Articles of Agreement to be Signed by Workmen appointed to Naval Establishments Abroad—Amendment ... ..	(d)
826	Form O.6—Ammunition Labels ... ..	
827	Form S.1165A—Abolition ... ..	(a)
828	Admiralty District Electrical Engineer, Southern District. Birmingham Office—Change of Address ... ..	
829	Civilian Staffs—Vacancies ... ..	(c) O.U. 5225.
831	Casual Employees—Grant of Unpaid Leave ... ..	(d)
832	Establishment of Workpeople ( <i>H.M. Dockyards and other Admiralty Establishments at Home</i> ) ... ..	
833	Superannuation Form D.73—REPORT ... ..	(c) B.R. 696 (Part II).
834	W/T Apparatus—Special Method of Packing for Shipment to Aden, Matara, Stonecutters, and Singapore ...	
835	Empty Drums, Containers, etc., Returned to Contractors, etc.—Accounting Procedure ... ..	(c) Form D.72C.
836	C.B. Form U.2C (1935)—Correction No. 9 ... ..	(c)
837	C.B. 878 (34)—Amendment No. 1 ... ..	
838	C.B. 3028—Amendment ... ..	}
839	National Anthems, Salutes, and Official Marches Book...	
840	B.R. 11—Admiralty Memorandum on Naval Court-Martial Procedure ... ..	}
841	B.R. 14—Drafting Regulations ... ..	
842	B.R. 16—Engineering Manual ... ..	}
843	B.R. 35—Sperry Gyro-compass Equipment—General Instructions regarding Supply ... ..	

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
844	B.R. 62—R.N.R. Regulations (Officers) ... ..	}
845	B.R. 64—Instructions for the Royal Naval Shore Signal and Shore Wireless Services ... ..	
846	B.R. 65—R.N.V.R. Regulations ... ..	
847	B.R. 209/35—Drill for 2-pdr., Q.F., Mark II and II*, Pom-Pom Guns on H.A., Mark II, Mounting ... ..	
848	B.R. 669—Instructions for the Conduct of Cash Duties, 1932 ... ..	
849	B.R. 670—Regulations for H.M. Naval Yards Abroad ... ..	
850	B.R. 674—Naval Store Duties Instructions ... ..	
851	B.R. 677—Instructions for the Royal Naval Hospitals and other Medical Establishments at Home and Abroad, 1927 ... ..	
852	B.R. 732—Instructions for the Disposal of Mines and Bombs washed ashore ... ..	
853	B.R. 875—R.F.A. Regulations and Instructions ... ..	
854	O.U. 5225—Home Dockyard Regulations ... ..	}
855	O.U. 5377/35—Drill for 4·7-in., Q.F., Mark VIII, Gun on H.A., Mark XII, Mounting ... ..	
856	O.U. 5422/34—Drill for 4·7-in., Q.F., Marks IX and IX*, Guns on C.P. XIV and XVII Mountings ... ..	
857	O.U. 5425—Instructions for “Lining up” Director Towers ... ..	
858	O.U. 5463—Handbook on Ammunition ... ..	
859	O.U. 5464/35—Drill for 4-in., Q.F., Mark V, Gun on H.A., Mark III and IV Mountings ... ..	
860	O.U. 5482—Drill for 4-in., Marks XVI and XVII, Q.F., Semi-automatic Guns on H.A. Twin, Mark XIX, Mounting ... ..	
861	O.U. 6209—Salvage Craft, Yard Craft, etc., and Salvage Plant—Particulars ... ..	
862	O.U. 6234—Reserves of Naval Stores to be Maintained at H.M. Dockyards, etc., at Home ... ..	
863	O.U. 6270—Reserves of Naval Stores at Yards Abroad... ..	
864	Analysis of Gunnery Practices—Spread of Salvos ... ..	(c) C.B. 1877.
865	Torpedo Running for the Year ended 30th September, 1935—Summary ... ..	(d)
866	Foreign Ports—Procedure in connection with Notification of Visits of H.M. Ships—Amendment No. 3 ... ..	(c) B.R. 83.
867	Dutch Fishery Protection Service ... ..	(a)
868	Uniform Regulations for Officers of the Fleet ... ..	(b) A.F.O. 1065/36.
870	Sound Equipment—Supply to the Royal Navy—Transport and Installation Charges to Ships and Establishments supplied with Equipment in the United Kingdom ... ..	(b) A.F.O. 1870/37.
871	Navy Bills of Exchange—Letters of Advice ... ..	}
872	Navy, Army and Air Force Institutes—Lower Deck Representative for Mediterranean Fleet ... ..	
873	Port Rifle Meetings, 1936 ... ..	(a)
874	Ships' Funds—Disposal ... ..	}
875	Machine Guns, 0·5-in., Multi-barrelled Equipments—“Immediate Action”—Method of Application ... ..	
876	Howitzer Equipments—Probert Sight ... ..	
877	Gun Mountings, 6-in., Mark XXI ... ..	
878	Breech Mechanism, B.L., 6-in., Mark XXIII “Right” Guns—Shortening of Lever Breech Mechanism ... ..	(d)
881	Photography—Gunnery Recording Cameras—Damage to Shutters ... ..	}
882	Above-water Torpedo Tubes—E.P. Firing Reservoirs—Examination and Tests ... ..	
883	Above-water Torpedo Tubes—Preservative Treatment of Ferrous Parts ( <i>Dockyards and H.M. Ships concerned</i> ) ... ..	(c) O.U. 5454 and O.U. 5457.
		(c) O.U. 5454, O.U. 5462, and O.U. 5457.
884	Torpedo Warheads, 18-in., Mark XI—Introduction ... ..	(c) C.B. 1876A.
885	Portable Electric Signalling Lantern, Pattern 1038 ... ..	(d)
886	Tarred Cordage for Minesweeping Purposes ... ..	(c) B.R. 366.

A.F.O.	Subject.	Disposal.
1936—	(contd.).	
888	Gyroscopes—Distortion of Gymbals ... ..	(d)
891	Steering Gear—Telemotor Transmitters ... ..	
892	W/T—Gunners W/T Compartments—Accommodation for Buzzer Operator ( <i>Capital Ships and Cruisers</i> ) ...	(b) A.F.O. 2273/36.
893	Motor Torpedo Boats—Nomenclature ... ..	(d)
895	Electric Light Fittings for Power Boats ... ..	
896	Table Fans—Allowances ("Exmouth" and "Eclipse" <i>Classes and later Leaders and Destroyers</i> ) ... ..	(d)
898	Galley Tables, etc.—Stainless Steel Sheets for ...	(a)
899	Civilian Staffs—Vacancy ... ..	
900	Persons Temporarily Employed Abroad on Emergency Duties—Position in National Health, etc., Insurance	(d)
901	Commercial Electrical Fittings for Maintenance of Yard Lighting Equipment—Method of Reporting Stocks and Reserves—REPORTS ( <i>H.M. Dockyards, Home and Abroad</i> ) ... ..	(c) B.R. 674—Store Duties Instructions.
902	Examination Service Steamers—Modification of Outfits	(c) O.U. 6234 and C.B. 1855.
903	Guns, Q.F., 4.7-in., Mark IX*—Modification to Breech Ring to suit Mark XVIII Mountings ... ..	(d)
904	Guns, Q.F., 4-in., Marks IV and XII—Repair to Bracket, Stop, Breech Block, Mark I ... ..	
905	Gun Mountings—Transferable—Value for Financial Year, 1936 ... ..	(b) A.F.O. 799/37.
907	Carbon Brushes for A/S Purposes—Inspection ... ..	(d)
908	Glasses, Patterns 816A and 817A—Sealed Patterns ...	
909	Uniform Regulations for Officers—Wearing of Round Jackets by Paymaster Midshipmen and Paymaster Cadets ... ..	(c) B.R. 81.
910	Submarine Detector Operator—Age Qualification ...	(c) K.R. & A.I.
911	Medical Examination of Candidates for Submarine Detector Ratings ... ..	
913	S.56X Engagements—Extension from One Year to Three Years ... ..	(b) A.F.O. 134/37.
914	Officiating Minister of Religion (Stornoway) ... ..	(b) A.F.O. 128/37.
915	Officiating Minister of Religion (Hankow) ... ..	
916	Reserve Officers—Rate of Pay ... ..	(d)
919	Sports—R.N. and R.M. Rugby Union—Minutes of Committee Meeting held on 7th March, 1936 ...	
920	Guns, Q.F., 2-pdr., Mark II*—Case, Breech Mechanism— Fitting of Mark II Screw Hinge Safety Pawl of "AA" Steel ... ..	(d)
921	Breech Mechanism, Q.F., 4.7-in., Marks VIII and IX, "C" and "D," Marks IX* and IX**, "E," "F" and "G," Marks VIII, IX, IX* and IX** Guns—Modifica- tion to Crank by Fitting Roller to Cocking Surface ...	
924	Fibre Washers for Crane Condenser Packings ...	(b) C.A.F.O. 571/37.
925	Asdic Domes and Cages—Arrangements for Repair or Replacement ... ..	
926	Asdic and Hydrophone Charging Resistances in Sub- marines—Removal to a Position outside Asdic Cabinets	(b) C.A.F.O. 317/37.
927	Light Steel Chests, Pattern 1477—Allowance ( <i>Patrol Sloops and Surveying Ships concerned</i> ) ... ..	(d)
928	Stocktakings in Centrally Stored Ships—Ledger Balances	(c) B.R. 4.
929	Officers' Mess Traps—Replacement Allowances for 1936 ( <i>Submarines of the "Swordfish," "H," "L" and "L.50" Classes</i> ) ... ..	(d)
930	Address Indicating Groups and Collective Call Signs ...	(b) A.F.O. 467/37.
931	O.U. 6118—War Vessels Silhouette Identification Book	(d)
932	Form S.117C—Abolition ... ..	
933	Form S.1303—Institution ... ..	(c) K.R. & A.I.
934	Civilian Staffs—Appeals against Promotions ... ..	(d)
935	Assistants I, II and III—Scientific, Technical and Chemical Pools—Revision of Salary Scales ... ..	
936	Hand-operated Geared Lifting Blocks and Runway Trollies	(d)
937	Fuel Allowances for H.M. Ships, etc., 1936—REPORTS	
938	Signal and Telegraphist Branches—Examinations ...	(b) A.F.O. 737/37 and O.U. 6290/37.

A.F.O.	Subject.	Disposal.
1936—	(contd.).	
940	Foreign Ports—Procedure in connection with Notification of Visits of H.M. Ships—Amendment No. 3 ...	(c) B.R. 83.
941	Promotions to Acting Warrant Engineer—1st July, 1936	(a)
943	Marriage Allowance—Qualifying Age for R.N.V.R., R.N.R. and R.N.A.S.B.R. ...	(c) K.R. & A.I.
944	East Indies Station—Vaccination of Personnel ...	
945	Drafting of Ratings to Shore and Harbour Establishments Abroad ...	(c) B.R. 14.
946	New Zealand Naval Forces—Revised Rates of Marriage Allowance ...	(b) A.F.O. 1283/37.
947	Skippers, R.N.R.—Difference of Mess Subscription ...	(d)
948	Navy Aisle, Portsmouth Cathedral—Appeal ...	(a)
949	Navy, Army and Air Force Institutes—Lower Deck Representative for Home Fleet ...	
950	Sports—R.N. and R.M. Sports Control Board—Donation	(d)
951	Guns, General—Guard Rail for Gun Platform ("Swordfish" Class Submarines) ...	
952	Guns, 4-in., Marks V and V*, and "A" V and V* on H.A., Mark IV Mountings ...	(b) A.F.O. 2256/36.
954	12-ft. U.K.1 Rangefinders on Mountings, Type M.S. 21 and 22—Modification to Position of Bearing Cut Key—REPORT ...	(d)
955	Primers, Percussion, No. 9 and No. 10—Fired ... Primers, Electric and Percussion, No. 14—Fired ...	Cleaning prior to Repair and Refilling ...
956	Fuzes, D.A., Nos. 118 and 230—Key No. 121 (H.M. Ships) ...	(b) A.F.O. 1711/37.
958	6-in. Shell Dredger Hoists—REPORTS ("Queen Elizabeth" and "Royal Sovereign" Classes) ...	(d)
959	"Grenville" and "Greyhound" Class Destroyers—Torpedo Tubes—Use of 25½-oz. Cordite Charges (Ships concerned and Armament Depôts) ...	(b) C.A.F.O. 1194/36.
960	Torpedo Gyroscopes—Holders for Relay Valves, St. No. 1405—Withdrawal from Chests ...	
963	24-in. Searchlight Lamps, Patterns 3577 and 5864—Spare Parts for ...	(c) C.B. 1876D.
964	Telephones for Petrol Services in H.M. Ships ...	(d)
965	Sperry Gyro-compass—Lubrication ...	(c) B.R. 9 (1).
967	Fleming Respirators—Allowance (Submarine Depot Ships) ...	
968	W/T—Fleet Air Arm Squadron, Signal Reports—Analysis—W/T Range Results to be expected ...	(d)
970	Signal Flags and Pendants—New Designs ...	
971	Asdic Cages—Distribution of Spares ...	
972	Echo Sounding Equipment in H.M. Ships—ANNUAL REPORT ...	(b) A.F.O. 623/37.
974	Consumable Naval Stores Expended in carrying out Alterations and Additions Approved by Admiralty ...	(c) B.R. 4.
975	Charts for Meteorological Instruments ...	
976	Admiralty Pattern Switches—Packing of Spare Parts ...	
977	Aldis Signalling Lanterns—Allowance (Patrol and Coastal Sloops) ...	
978	Eyeplates for Handling Towing Wires (New Construction Cruisers) ...	(d)
979	Taps, Whitworth Gas Thread—Additional Pattern ...	
980	Rulers and Dividers—Allowances for Navigational Purposes ...	
981	Ready Mixed Paints—Formulae ...	
982	Shipment of Stores—Advance Notes ...	(c) B.R. 4.
983	Lewis Gun Cameras—Reconditioning ...	(b) C.A.F.O. 2899/36.
985	B.R. 358—Establishment of Naval Stores for Executive Purposes—Errata No. 5 ...	(d)
986	O.U. 6090 (C)—Range Table No. 294 for B.L., 5·5-in. Guns—Revised page 1 dated January, 1936—Issue ...	(a)
987	Form O.6—Ammunition Labels ...	
988	Form R.72—Replacement by Form B.211 ...	(d)

A.F.O.	Subject.	Disposal.
1936	( <i>contd.</i> ).	
989	High Angle Fuze Scales—Issues ... ..	(a)
990	Mails—Conveyance by Air Mail ... ..	(c) K.R. & A.I.
991	Mail for England—Address Labels ... ..	(d)
992	Civilian Staffs—Vacancies ... ..	(a)
993	Technical Officer, Admiralty Technical Pool—Vacancy	
994	Technical Officer, Admiralty Technical Pool—Vacancy	
996	Guns, Q.F., 2-pdr., Mark II*—Box Feed—Modification by Fitting a Click for Rack Fuze Setter Hand Wheel...	
998	London Naval Treaty (1936) ... ..	(d)
999	Commander-in-Chief, America and West Indies Station— Transfer of Flag ... ..	(b) A.F.O. 1810/37.
1000	Exercises for Personnel of Royal Air Force Units— Co-operation of H.M. Ships ... ..	(d)
1001	Asdic Ranges in Relation to Sea Temperature and Salinity Conditions ... ..	(b) A.F.O. 671/37.
1002	Nomenclature of W/T Waves ... ..	(c) C.B. 1868. (b) Admiralty Message 1700, 29.7.36.
1003	Wearing of Royal Cypher on Naval Uniform ... ..	(c) B.R. 81—Uniform Regulations.
1004	Beaufort and Wharton Testimonials—Award for 1935...	(a)
1005	Shadwell Testimonial, 1935 ... ..	
1006	Thomas Gray Memorial Trust—Prizes for 1936 ... ..	(d)
1007	Acting Sub-Lieutenant (E)—Qualifying Educational Examination—REPORTS ... ..	(a)
1008	Engine Room, Ordnance, and Electrical Artificers— Dental Standard ... ..	(b) A.F.O. 1691/36.
1009	Physical and Recreational Training—Course for Officers	(a)
1011	Royal Marine Police Force—Recruitment of ex-Royal Naval Ratings and ex-Royal Marines ... ..	(b) A.F.O. 2884/36.
1012	China Fleet Club Building Fund—Donations ... ..	(d)
1013	Guns, Q.F., 2-pdr., Marks I and II ... ..	(c) O.U. 6184.
1014	Director Firing Gear—Issue of Pattern G.355 and G.355* Monocular Prismatic Telescopes for Layer and Trainer at Director Sights—REPORT... ..	(b) A.F.O. 2754/36.
1015	Rangefinders, 23-ft. F.M.3 on M.U.4 Mountings—Fitting of Two-speed Elevating Gear—REPORTS ("Norfolk," "Dorsetshire," "Exeter," and Dockyards) ... ..	(d)
1016	Gun Mountings, 8-in., Mark I and I*, Mark II and II*— Fairlead for Lifting Wires of Shell Room Presses ... ..	
1017	Gun Mountings, 4-7-in., Mark XIV, and C.P., Mark XVII —Deflector for Empty Cartridge Cases... ..	
1018	Gun Mountings, 0-5-in., "M," Mark I and I*—Modifica- tion of Extension to Chute of No. 2 Gun authorised by A.F.O. 116/36 ... ..	
1019	Breech Mechanism, Q.F., 4-7-in., Marks VIII and IX, "C" and "D," Marks IX* and IX**, "E," "F," and "G," Marks VIII, IX, IX* and IX** Guns—Modifica- tion to Breech Mechanism Lever Rack (Mark II) ... ..	(b) A.F.O. 614/37.
1020	Breech Mechanism, Q.F., 4-in., Marks V and V* and "A," Marks V and V* Guns. Electro-mechanical Firing Gear, Mark IV—Fitting of Mark II Cover to Releasing Rod Sleeve on Case, Electro Magnet, Mark I	
1022	Fuzes, Time, No. 124, Mark II, Lot 242, filled R.L. 3.24— Withdrawal from Service ... ..	(d)
1023	Voicpipes—Fitting of Plugs to lower ends of Fixed Ammunition Hoist Voicpipes in Handling Rooms and Shell Rooms ("Leander" and later class Cruisers) ... ..	
1025	Cordite S.C.—Difficulty in removing B.L. Charges from Cases or Containers—REPORTS ... ..	(a)
1026	Smoke Floats, Navigation, 13-lbs., Mark I—REPORTS OF FAILURES ... ..	(d)
1027	Tubs, Wooden, Gunners'—Allowance ( <i>Cruisers of "Leander," Modified "Leander," "Arethusa" and "Southampton" Classes</i> ) ... ..	
1028	A.W. Torpedo Tubes, 21-in., T.R. II, T.R. III, and Q.R. IV—Modification to Pressure-worked Side Stop ( <i>H.M. Ships "Amazon," "Ambuscade," "York," "Exeter," "Norfolk," and "Dorsetshire"</i> ) ... ..	



A.F.O.	Subject.	Disposal.
1936	(contd.).	
1029	Stores for "L" Mining—Additions of Patterns, etc....	(d)
1030	Torpedo Stores—Die Nuts, .249-in. diameter, 32 thds. per inch, St. No. 1485—Replacement by Die Nuts, .25-in. diameter, 32 thds. per inch, St. No. 715 ...	(b) A.F.O. 1707/36.
1031	Reflectors for Searchlight and Signalling Projection—Backing Composition ...	(d)
1032	36-in. S/L Lamps, Mark VI and VIB—Modifications to Interrupted Fingers ...	
1033	Sleeves for T.S.D.S.—Modification ...	
1034	22-volt Secondary Light at Diesel Dynamo ("Greyhound" and later class Destroyers and Leaders) ...	
1035	Electric Light Fitting for Sick Bay ...	(b) A.F.O. 331/37.
1036	Micrometer Gauges—Allowances ( <i>Ships and Dockyards concerned</i> ) ...	(d)
1037	W/T, Type 36M—Control Switches in Main Relay Circuit	
1038	W/T, Types 43 (or 43A) and 45 in Cruisers—Mutual Interference—REPORT ...	
1040	W/T Contacts, Silver, on Flat Spring, 3½ in. long, Pattern 8246A—Introduction ...	
1041	W/T Filter Units, Pattern 8827/K—Replacement of Defective Condensers, Pattern 8875 ...	(d)
1042	Additional Steel Chest and Signal Books ...	(b) A.F.O. 2598/36.
1043	Hangars in Aircraft Carriers—Lettering ...	
1044	Electric Hot Air Blowers ( <i>Catapult Ships and Dockyards</i> )	
1045	Lamps, Pattern 3968, for 24-in. Searchlight Projectors—Allowance of Spares ( <i>H.M. Ships and Dockyards</i> ) ...	
1046	Contract for Margarine ...	(b) A.F.O. 2598/36.
1047	B.R. 323—Establishment of Naval Stores for Gunnery Purposes—Errata No. 4... ..	(d)
1048	O.U. 5486/36—Drill for 4-in. Q.F.S.A., Mark XV Guns, on H.A. Twin, Mark XVIII Mountings in H.M.S. "Repulse"—Issue ...	(a)
1049	A Naval Prayer Book—Issue ...	(b) A.F.O. 467/37.
1050	Address Indicating Groups and Collective Call Signs ...	
1051	Form M.39—Abolition ...	(d)
1052	Admiralty Engineer Overseer, London District—Change of Appointment ...	
1053	Admiralty Engineer Overseer, North of England District—Change of Appointment ...	
1054	Chemist, Admiralty Chemical Pool—Vacancies ...	
1055	Assistants II and III, Admiralty Scientific and Technical Pools—Vacancies ...	(a)
1056	Subordinate Officers—Gratuities for Special Services ...	(d)
1057	"S" Class and Temporary Clerks—Overtime ...	
1058	Unemployment Insurance—Persons engaged in Agricultural Duties to be Insured ...	
1059	R.F.A. "Delphinula"—Withdrawal from Sea-going Service ...	
1060	Stores on Charge under Subhead B, Items 2e and 3—REPORTS ...	(b) C.A.F.O. 1323/37.
1061	Screws, Brass—Schedule 48—Verification of Patterns ...	
1062	Ammunition—Annual Practice Allowances ...	
1063	Consular Appointment ...	
1064	Saluting Stations—British and Foreign Ports—Amendment No. 1 ...	(b) A.F.O. 354/37.
1065	Uniform Regulations for Officers of the Fleet ...	(c) B.R. 81—Uniform Regulations.
1066	Courses at Army Schools—Vacancies for Naval Officers and Ratings ...	(a)
1067	Examination for Rank of Warrant Electrician, March, 1936—Results ...	
1068	Educational Test I—Passing Mark ...	(c) K.R. & A.I.
1069	Royal Marine Police—Examinations in Military Law ...	(d)
1070	Mining Party—Pensioners Required ...	
1071	Marriages in Service Chapels ...	
1072	Supply Ratings and R.A.F. Armourers in Ships carrying Aircraft (other than Carriers)—Instruction in Flight Storekeeping Duties ...	(c) B.R. 14.

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
1073	Confidential Lantern Slides and Accounting Procedure—REPORT ... ..	(c) K.R. & A.I.
1074	Post Office Savings Bank—Deposit and Withdrawal Lists	(c) K.R. & A.I., Vol. II.
1076	Annual Breadmaking Competition, Home Fleet, 1936—Results ... ..	(d)
1077	Director Firing Gear—Modification to "W" Type, Mark IV Director Sights—Disposal of Redundant Material ("Codrington," "Acasta" Class Destroyers and Dockyards concerned) ... ..	(a)
1078	Catapults, Light Type—Use of Mark IID (6,500 lb) Charge ... ..	(b) C.A.F.O. 943/37.
1079	Cordite—Landing—Destruction ... ..	(d)
1080	Pyrotechnics—F.A.A. Fireworks, Smoke Floats, Flame Floats, etc., for use of F.A.A. Units in Aircraft Carriers—Allowances—REPORTS ( <i>Commanders-in-Chief, Home Fleet, Mediterranean, China</i> ) ... ..	(b) C.A.F.O. 1664/37.
1083	Torpedoes and Stores—Guards Propeller—Alteration to Allowance ( <i>Cruisers</i> ) ... ..	(c) C.B. 1876D.
1084	24-in. Searchlight Projectors, Marks I and II—Spare Parts and Accessories ... ..	(d)
1085	Electrically Driven Engine Room Auxiliaries—Control of Branch Breakers ... ..	
1086	Motor or Generator Shafts—Removal of Ball or Roller Bearings ( <i>Ships concerned</i> ) ... ..	
1087	Demolition Stores ("Resource") ... ..	
1088	Detector Paint—Supply ... ..	
1090	W/T—Introduction and Allocation of Wavemeter G56 and Oscillator G33 ... ..	
1091	W/T—Damage to Paper Insulated Cable (Pattern 9749), caused by Gun-blast ( <i>All Ships concerned</i> ) ... ..	
1092	B.R. 20—"Flags of All Nations"—Amendment No. 4...	
1093	Asdic Domes and Cages—Custody and Disposal...	
1095	Upper Deck Dangerous Explosive Locker—Supply ...	
1096	No. 1 Main and Bow Buoyancy Tanks in Submarines ( <i>H.M. Dockyards and Vessels concerned</i> ) ... ..	(d)
1097	Naval Stores containing Precious Metals—REPORTS ...	(c) B.R. 4 and B.R. 696.
1098	Clock, Deck, for W/T Purposes—Allowance to Trawlers	(d)
1099	Clocks, Engine Room—Allowance to Trawlers and Boom Working Vessels ... ..	
1100	Sloops—Supply of Floats, Elliptical, Pattern 8717 ...	
1101	Sinkers—Allowance to Trawlers ... ..	
1102	Glasses for Lanterns for Fast Motor Boats, Pattern Nos. 3876 and 3877—Introduction ... ..	
1103	Admiralty Pattern Switches—Packing of Spare Parts ...	
1104	Bells, Electric, Pattern 3227—Provision of Components for Making Good Defects ... ..	
1107	Empty Transport Boxes for W/T Transmitting Valves Supplied in Wooden Boxes—Return to Store...	
1108	Air Raid Precautions, Handbook No. 2—REPORTS ...	
1109	Books—Supply ( <i>Armed Merchant Cruisers, Defensively Equipped Merchant Ships, etc.</i> )...	
1110	Prices of certain O.U. Books and Books of Reference ...	(d)
1111	B.R. 321—Establishment of Naval Stores for Engineering Purposes—Errata No. 5... ..	(a)
1112	Form M.211—Renumbered S.1293 ... ..	(d)
1113	Mail Bags—Disposal ... ..	(a)
1114	Civilian Staffs—Vacancy ... ..	(d)
1115	Admiralty M.T. Vehicles—Fitting of Safety Glass—REPORTS ... ..	
1116	Gun Mountings, Transferable—Values for Financial Year 1936 ... ..	(b) A.F.O. 799/37.
1117	Breech Mechanism, Q.F., 4-in., Mark IV Guns—Crank, Mark I—Repair to Cam Surface ... ..	(d)
1118	Brass C.K. Wood Screws and Washers—Introduction of New Patterns—REPORT ... ..	

A.F.O.	Subject.	Disposal.
<b>1936—</b>	<i>(contd.).</i>	
1119	Memorandum N.I. (S), 1932—Amendments ... ..	
1120	C.B. Form U.2C (1935)—Correction No. 10 ... ..	
1121	C.B. 1791/33—Amendments ... ..	
1122	C.B. 1917—Amendment ... ..	
1123	C.B. 1925 (2)—Amendments ... ..	
1124	C.B. 1925 (5)—Amendment ... ..	
1125	C.B. 1925 (9)—Amendment ... ..	
1126	C.B. 3019—Amendment ... ..	
1127	C.B. 3033 (35)—Amendments ... ..	
1128	B.R. 4—Instructions relating to the Supply of Naval Stores to H.M. Ships, etc. ... ..	
1129	B.R. 14—Drafting Regulations ... ..	
1130	B.R. 62—R.N.R. Regulations (Officers), 1932 ... ..	
1131	B.R. 63—R.N.R. Regulations (Men) ... ..	
1132	B.R. 65—R.N.V.R. Regulations ... ..	
1133	B.R. 153—Demolitions Drill Book ... ..	
1134	B.R. 153 (2)—Demolitions Drill Book, Addendum ... ..	
1135	B.R. 182—Drill for 7·5-in., B.L., Mark VI Gun on C.P.V. Mounting ... ..	
1136	B.R. 202/34—Drill for 6-in., B.L., and 5·5-in., B.L. Guns ... ..	
1137	B.R. 203/34—Drill for 4·7-in., B.L., and 4-in., B.L. Guns ... ..	
1138	B.R. 206/33—Drill for 3-in., Q.F. Guns on High Angle Mountings ... ..	
1139	B.R. 669—Instructions for the Conduct of Cash Duties, 1932 ... ..	
1140	B.R. 677—Instructions for the Royal Naval Hospitals and other Medical Establishments at Home and Abroad ... ..	
1141	O.U. 5225—Home Dockyard Regulations, 1925 ... ..	
1142	O.U. 5254—General Directions as to Pilotage of H.M. Ships ... ..	
1143	O.U. 5408/35—Naval Magazine and Explosives Regulations ... ..	
1144	O.U. 5424—Turret Gun Drill for 8-in., B.L. Guns, Mark VIII and VIII* on Twin II and II* Mountings. ... ..	
1145	O.U. 5427—Defence Against Gas ... ..	
1146	O.U. 5441—Maintenance of Submarine Torpedo Tubes ... ..	
1147	O.U. 5457—Maintenance of A.W. Torpedo Tubes—Q.R. 1—VI and T.R. II—III ... ..	
1148	O.U. 5463—Handbook on Ammunition ... ..	
1149	O.U. 5464/35—Drill for 4-in., Q.F., Mark V Gun on H.A., Marks III and IV Mountings ... ..	
1150	O.U. 6090 (E)—Range Tables for 2-pdr. Guns ... ..	
1151	O.U. 6125 and O.U. 6125 (4)—The Director Firing Handbook ... ..	
1152	O.U. 6127—Addendum No. 2 to the Director Firing Handbook, 1917, the Henderson Gear, Mark II, 1918, formerly C.B. 1461A. (Affixed at back of book.) ... ..	
1153	O.U. 6142A and O.U. 6142B—Manual for Power-worked Mountings ... ..	
1154	O.U. 6178—Handbook of Signalling Equipment, Correction No. 49 ... ..	
1155	O.U. 6192—Handbook for the Director Sight, Marks I, II, III, IV and V ... ..	
1156	O.U. 6226 and O.U. 6227—Handbook for 8-in., B.L., Mark VIII Guns on Twin Marks II and II* Mountings ... ..	
1157	O.U. 6234—Reserves of Naval Stores to be maintained at Dockyards, etc., at Home ... ..	
1158	O.U. 6251—Regulations for Maintenance of 21-in., Mark IX—IX* Torpedoes ... ..	
1159	O.U. 6270—Reserve of Naval Stores at Naval Yards Abroad ... ..	
1160	O.U. 6280—Equipment of Naval Stores for Armed Merchant Cruisers, etc. ... ..	
1162	Consular Appointment ... ..	(d)
1163	Signalling between H.M. Ships and British Merchant Vessels—Quarter ended 31st December, 1935... ..	(a)

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
1164	Meteorological Logs—Commendation ... ..	} (a)
1165	Thomas Gray Memorial Trust—Award of Prizes for 1935	
1166	Post of Chief Constable, Royal Marine Police—Applica- tions for ... ..	(d)
1167	Course for W/T 1 Non-substantive Rating ... ..	(a)
1168	Qualification of T.G.Ms. and L.T.Os. during the Present Emergency ... ..	(d) paras. 1 and 2; (b) para. 3 —C.A.F.O. 2357/36.
1169	Conduct Sheet—Record of Very Good Conduct ... ..	(d)
1170	Officiating Minister of Religion (Alexandria, Egypt) ... ..	(b) A.F.O. 128/37.
1174	New Zealand Ratings—Advancement ... ..	(d)
1175	The Navy Records Society ... ..	} (a)
1177	Royal Naval Benevolent Society ... ..	
1178	R.N. Rifle Association Meeting and National Rifle Asso- ciation Meeting at Bisley, 1936 ... ..	(d)
1179	Imperial Challenge Shields Rifle Competition, 1935 ... ..	(a)
1180	Harwich Force Dining Club ... ..	(d)
1181	Sports—R.N. and R.M. Sports Control Board—Donation	
1182	Director Firing Gear—Illumination and Screening of Dials of "Adventure" Type Receivers and Director Sights, etc.—REPORTS ( <i>H.M. Ships "Medway,"</i> <i>"Resource," "Glorious" and "Courageous"</i> ) ... ..	(b) A.F.O. 2667/36.
1183	Gun Mountings—2-pdr., "M," Marks V and VI, Wedge Blocks, etc.—Fitting ( <i>Ships Fitted and Dockyards</i> )— REPORTS ... ..	} (d)
1184	Gun Mountings, 6-in., Twin, Mark XXI ( <i>"Leander,"</i> <i>"Neptune," "Orion," "Achilles," "Amphion,"</i> <i>"Ajax," "Arethusa," "Apollo," "Galatea" and</i> <i>H.M.A.S. "Sydney"</i> ) ... ..	
1185	Breech Mechanism—Q.F., 4.7-in., Marks VIII and IX, D, Marks IX* and IX**, E, F and G, Marks VIII, IX, IX* and IX** Guns—Lever, Breech Mechanism— Modification to Lever Catch Pinion ... ..	
1186	Breech Mechanism—B.L., 6-in., Mark XXIII Guns— Modification to Carriers, Left, to accommodate Retracting Bars of New Manufacture ... ..	
1187	Ammunition Supply Arrangements, 4.7-in. ( <i>"Beagle,"</i> <i>"Crusader," "Defender," "Eclipse," "Fearless"</i> <i>and "Greyhound" classes and Leaders</i> ) ... ..	(b) C.A.F.O. 1764/36.
1188	Tubes, Vent, Electric, 1-in.—Classification of Stocks ... ..	(a)
1189	Smoke Candles, Yellow, Mark III M—Failures ... ..	(d)
1190	Pyrotechnic and other Stores for Signalling Purposes ... ..	(a)
1191	Magazine Logs and Forms S.1147A—Hastening ... ..	(c) Naval Proportion Book.
1192	Gauges, Plug, Rifling—Discontinuance of Use ... ..	(d)
1193	Plotting Tables, Serial Nos. 166-194—Allocation ... ..	
1194	Cartridges, Impulse, Torpedo ( <i>"Grenville" and "Grey- hound" class Destroyers</i> ) ... ..	(b) C.A.F.O. 1832/36.
1196	Minesweeps, Mark II and III—Additional Tools, etc. ... ..	(c) B.R. 366.
1197	Gyro Compass Repeater Panel Forward—Connections ( <i>"Amphion," "Ajax," "Arethusa," "Apollo,"</i> <i>"Galatea," "Sydney"</i> ) ... ..	(d)
1198	Book of Anchors for H.M. Service—Amendments ... ..	} (a)
1199	Navigation Lights in Submarines—REPORTS ... ..	
1201	W/T—Replacement of Valves, NT23B, Pattern 6237B, by Valves, NT23D, Pattern 7419—Adaption of Valve Mountings ( <i>Ships fitted with W/T Sets, Type 36/S/SX</i> ) ... ..	(d)
1202	Stainless Steel Wire Seizing, etc., for Jumping Wires ( <i>Submarines of "Oberon" and later Classes</i> ) ... ..	
1203	Dispersing Attachments ( <i>Ships carrying Heliographs</i> ) ... ..	
1204	"Pyrene" Fire Extinguishers—Stowage ... ..	(c) B.R.s 4 and 16.
1206	Naval Stores and Fuel Purchased by H.M. Ships— Letters of Advice ... ..	(d)
1208	B.R. 664—Issue of Revised Edition ... ..	(a)
1209	Central Storekeeping—Returns of Valuation of Expendi- ture, S.1095A ... ..	(d)
1210	Civilian Staffs—Vacancies ... ..	} (a)
1211	Vacancy—Assistant II, Admiralty Scientific and Technical Pools ... ..	

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
1212	Superintending Engineer and Constructor of Shipping, Royal Arsenal, Woolwich—Vacancy for ... ..	(a)
1214	Persons Temporarily Employed Abroad on Emergency Duties—Position in Unemployment Insurance ... ..	(d)
1215	Workpeople Incapacitated from Work on Account of Vaccination and/or Inoculation—Pay ... ..	(c) O.U. 5225. (b) A.F.O. 2392/36.
1216	Electrodes—Approved Types ... ..	
1217	Turnscrews, Pattern 694—Verification of Patterns ... ..	
1218	Clothing, Soap, and Tobacco Issuing Prices, Kit Upkeep Allowances, etc.—Annual Revision ... ..	(d)
1219	R.N.R. Executive Officers—Supply of Anti-gas Respirators ... ..	(a)
1220	Director of Navy Contracts—Date of Appointment ... ..	(d)
1221	King's Regulations and Admiralty Instructions—All Officers to be acquainted with ... ..	(a)
1222	Examination for Warrant Engineer and Warrant Mechanician, February, 1937—RETURN ... ..	(b) A.F.O. 1465/36. (c) New Gunnery Training Manual, Volume I, Course 22 and Sylla- bus I.9.
1223	Examinations for Petty Officer and Leading Seaman ... ..	
1225	Gunners—Deep Diving Course ... ..	
1226	Mechanician Course, July, 1936—Selected Candidates— REPORT ... ..	(d)
1227	Gunnery History Sheets of Rangetakers ... ..	
1229	V/S 2 and W/T 2 Non-substantive Ratings—Shortage— REPORTS ... ..	(b) A.F.O. 94/37. (b) A.F.O. 1446/37.
1230	Advancement to Chief Petty Officer Writer ... ..	
1233	Naval Personnel Serving Abroad—Facilities for Passages of Wives and Families ... ..	(b) A.F.O. 2041/37.
1234	Income Tax Circular, 1935–36—Amendment ... ..	
1236	Sports—Inter-Services and R.N. and R.M. Cross-country Championships—Results ... ..	
1237	Sports—R.N. and R.M. Boxing Association—Results, 1936 ... ..	
1238	Combined Low Angle and Short Range A.A. Firing— Difficulty in Hearing Orders through Control Tele- phones—REPORTS ... ..	(d)
1239	Gun Mountings, 8-in., Mark I and I*—Turret Pump Make-up Feed Tanks ... ..	
1240	Gun Mountings, 8-in., Mark I*—Side Locking Control Valves—Securing by Split Pin ... ..	
1241	Gun Mountings, 0.5-in., Marks I, I*, II, and II*— Modifications ( <i>Ships and Yards concerned</i> ) ... ..	(c) O.U. 6066A. (b) C.A.F.O. 1323/37. (b) A.F.O. 1432/36.
1242	Gun Mountings, 0.5-in., "M," Mark III—Sighting Board ... ..	
1243	Ammunition—Annual Practice Allowances ... ..	
1244	Torpedo Collision Heads—Prevention of Corrosion ... ..	
1245	Non-setting Red Lead Paint for Coating the External and Internal Parts of Torpedoes ... ..	(d)
1246	Branch Breakers—Modification to Overload Releases ... ..	
1247	Spare Gaskets for Stabiliser Units of Mark V Searchlight Control Systems ... ..	(b) C.A.F.O. 107/37.
1248	Paravanes "P," Type "A" (Mark VII) ... ..	
1249	Pushes, Single Pole, with Shrouded and Unshrouded Knobs—Introduction ... ..	(d)
1250	Governor Valve Spindles of Weir Turbo-driven Auxiliaries ( <i>H.M.S. "Kent" and later Class Cruisers</i> ) ... ..	
1251	Boiler Tubes ( <i>H.M.S. "Grafton"</i> ) ... ..	
1252	Boiler Tubes ( <i>H.M.S. "Londonderry"</i> ) ... ..	
1253	Automatic (H/S) W/T Procedure—Employment of Abbreviated Numerals ... ..	(d)
1254	W/T, Type 50—Provision of Switch, Pattern 4446A, in lieu of Switch, Pattern 4446 ... ..	
1256	Depth Gauges and Clinometers—Introduction of New Patterns ... ..	
1257	Allowance of Spares for 10-in. Signalling Projectors, Patterns 3860 and 3860A ... ..	

A.F.O.	Subject.	Disposal.
1936—	(contd.).	
1259	Curtains and Overcases for Official Residences, Shore Establishments, H.M. Ships and Royal Fleet Auxiliaries	(b) A.F.O. 3058/36.
1260	Forbes' Log Gear—Returns ... ..	(d)
1262	Government Department Specification for Planes—Adoption ... ..	
1263	Central Storekeeping—Transfer of Permanent Stores between Ships, etc. ... ..	
1264	Aluminium Cans and Receivers for Fold-up Lavatories	(c) B.R. 4.
1265	Cartons and Boxes for Metal Polish ... ..	
1266	Official Wireless Messages to British Merchant Ships ...	
1267	Libraries—Officers' Reference—Brassey's Naval Annual	(a)
1268	Admiralty Engineer Overseer, Manchester and Liverpool District—Change of Appointment ... ..	(d)
1269	Civilian Staffs—Vacancy ... ..	(a)
1270	Technical Assistant, Naval Store Department—Vacancy	
1271	Ship Draughtsmen—Naval Construction Department, Admiralty, and other Naval Establishments at Home.	
1272	Closed Week at Dockyards, etc., August Bank Holiday Week—Deliveries of Stores ... ..	(c) B.R. 689.
1273	Meal Order Forms—to be issued to Recruits Rejected...	
1274	Guns, Q.F., 2-pdr., Mark II*, Lever Check, Mark I—Repair by Bushing Axis Hole ... ..	
1275	Breech Mechanisms for Q.F., 4-in., Marks XVI and XVII, and Q.F., 4·7 in., "E" and "G," Marks VIII, IX, IX* and IX** Guns—Modification to suit E. and P. Primers No. 14, Mark II—REPORTS ... ..	(d)
1276	Breech Mechanism, 6-in., Mark VII Guns—Modification to Lever, Breech Mechanism, by Fitting Strengthened Handle, where necessary, on Repair ... ..	
1278	Coal, Coke and Oil Fuel for Dockyard Services—Financial Year, 1936 ... ..	
1279	Bedford Lorries—Maintenance ... ..	(c) B.R. 878.
1280	M.T. Vehicles—Cable-operated Brakes ... ..	(c) B.R. 878.
1281	New Construction Programme, 1935—Names ... ..	(d)
1282	Design of Royal Cypher ... ..	(c) B.R. 81—Uniform Regulations.
1283	Specialist Gunnery Course—Officers Selected ... ..	(a)
1284	Bertrand Stewart Prize Essay—Subject for 1937 ...	
1286	Life Assurance—Special Facilities for Officers of the Royal Navy and Royal Marines ... ..	
1287	Life Assurance Scheme for Officers of the R.N. and R.M.—Instructions for Accountant Officers ... ..	(b) A.F.O. 1054/37.
1288	Officiating Ministers of Religion and other Part-time Employees—Allowances ... ..	(b) A.F.O. 482/37.
1289	Officiating Minister of Religion (Ayr) ... ..	(b) A.F.O. 128/37.
1290	Admiralty Surgeon and Agent (Dublin) ... ..	(c) Navy List.
1292	Failures in Examinations for V/S3 and W/T3—Interval before Re-examination ... ..	(c) K.R. & A.I.
1293	Seamen, R.N.R.—Non-substantive Ratings ... ..	(d)
1295	Income Tax, 1936–37—Effect of Budget Statement ...	(a)
1296	Canteens—Headquarters' Naval Canteen Committee—Report of Proceedings at 55th Meeting ... ..	(d)
1297	Civil Employment of Regular Sailors, Soldiers and Air-men ... ..	
1298	Royal Air Force Display, 1936 ... ..	
1299	Sports—R.N. and R.M. Football Association—Notice of Annual General Meeting ... ..	(a)
1300	Restriction of Arcs of Gunfire when Aircraft are on the Catapults (8-in. Gun Cruisers) ... ..	(a)
1301	Director Firing System—Fitting of 8-in. Director Control Tower ("Berwick," "Cornwall," "Kent" and "London" Class) ... ..	(d)
1302	Director Firing Gear—Supply of Spare Elevation and Training Receivers, Type "C"—REPORTS (Ships fitted with H.A.C.S.) ... ..	
1303	Rangefinders, "Cotton" Type—Allocation ... ..	

A.F.O.	Subject.	Disposal.
1936—	(contd.).	
1305	Gun Mountings, 8-in., Marks I and I*—Slider for Nos. 3A, 6A and 16 Interlocks ... ..	(d)
1306	Cordite, Mark I, Size 7½, Lot R.N. 2775—Withdrawal...	
1309	Torpedoes and Stores—Fittings, Testing Watertightness of Torpedoes, St. No. 2043—Increased Allowance for Destroyers ... ..	(c) C.B. 1876 D.
1310	Folding Trolleys, Pattern 4755, for 21-in. Torpedo Blowing Heads—Introduction and Allowance ( <i>Ships and Dockyards concerned</i> ) ... ..	(d)
1311	T.S.D.S. Wires, Pattern 8828—Chain Tail—REPORTS	(b) A.F.O. 2801/36.
1313	Boiler Tubes ( <i>H.M. Ships "Fortune" and "Foxhound"</i> )	(d)
1314	Boiler Tubes ( <i>H.M. Ships "Gipsy" and "Garland"</i> ) ...	
1315	W/T Transmitter, Type 50—Replacement of Wiring to Aerial Coil ... ..	
1316	Asdic Installations—Forefoot Noise—Rounding-off of Forefoot ("V" and "W" Class Destroyers and "Enchantress") ... ..	(b) C.A.F.O. 320/37.
1317	Portable A/S Teacher, Mark I—Withdrawal from Service	(a)
1319	White Ensigns—Allowance to Sloops ( <i>Sloops Serving on Foreign Stations</i> ) ... ..	(d)
1320	White Ensigns—Allowance for Boats ... ..	
1321	Light Steel Chests for Secret Books, etc.—Increased Allowance to "H" and "L" Classes of Submarines...	
1322	Chromium-plated Sheets for Glazing Photographic Prints	(d)
1323	Sinkers—Allowance to Trawlers ... ..	
1324	Portable Hand Lamp for Fast Motor Boats—Accounting and Replacement ... ..	
1325	Link Shoe Fittings for Flexible Steel Wire Guard Ropes—New Patterns—Contract Schedule 5 ... ..	(c) B.R. 4.
1326	Gate Vessels—Accounting for Naval Stores ... ..	(d)
1327	"Papers on Engineering Subjects," No. 15 Series—Issue	(a)
1328	B.R. 129 (1)—Issue of New Edition ... ..	
1329	O.U. 6090 (D)—Range Tables for 15-in. Guns—Additional Pages—Issue ... ..	(d)
1330	Form S.247—Revision of Establishment ... ..	(a)
1331	Form S.1292—Introduction ... ..	
1332	Civilian Staffs—Vacancy ... ..	
1333	Royal Corps of Naval Constructors—Vacancies for Assistant Constructors ... ..	(d)
1334	Technical Officer, Admiralty Technical Pool—Vacancies	(d)
1336	Guns, Machine, Vickers, 0·5-in., Mark III—Introduction of New Pattern Levers, Extractor and Levers, Side ...	
1337	Form V.72—Replacement of ... ..	
1338	Awards to Workmen for Original Proposals and Suggestions of Value—Amounts available for Distribution—REPORT ... ..	(a)
1339	The Henry Leigh Carslake Prize for Naval Observers ...	(c) K.R. & A.I.
1340	Officers of R.N. attached to R.A.F. for Service with F.A.A. ... ..	
1342	Admiralty Surgeon and Agent—Change of Address ( <i>North Shields</i> ) ... ..	(c) Navy List.
1343	Sick Berth Staff—Efficiency Medal ... ..	(d)
1344	Sports—R.N. and R.M. Sports Control Board—Donation	
1345	Tidworth Tattoo—1st and 3rd to 8th August, 1936 ...	(a)
1346	Gun Mountings, 8-in., Marks I and I*, II and II*—Use of Turntable Locking Bolts ... ..	(d)
1347	Gun Mountings—Correct Method of Filling Recoil Cylinders ... ..	(c) O.U. 6184.
1349	Cordite—Landing—Destruction ... ..	(d)
1350	Ammunition—Change in Outfit and consequent Modifications to Shell-room Stowage ( <i>Trawlers fitted with 12-pdr. Guns, and Dockyards</i> ) ... ..	
1352	Pyrotechnics—F.A.A. Fireworks, Smoke Floats, Flame Floats, etc., for use of F.A.A. Units in Aircraft Carriers—Allowances—REPORTS ... ..	(d)
1354	Torpedo Stores—Extractors removing Charging Valve Cap, St. No. T.144—Allowance to "D" and "E" Class Destroyers ... ..	(c) C.B. 1876D.

A.F.O.	Subject.	Disposal.
1936	( <i>contd.</i> ).	
1355	Torpedoes—Introduction of Spanners, Cocking Gyroscopes, St. No. T.28A ... ..	(c) C.B. 1876D.
1356	Torpedo Appropriation ( <i>H.M.S. "Douglas"</i> ) ... ..	(c) C.B. 1771.
1358	Boiler Tubes ( <i>H.M.S. "Glowworm"</i> ) ... ..	
1359	VC-VF Equipment—Wiring of ( <i>All Ships fitted</i> ) ... ..	
1360	Paint Brush—Adoption of New Pattern ... ..	
1361	Lanterns, Magazine, Portable, Pattern 4690—Discontinuance of Purchase ... ..	
1362	Subhead E, Item 2—Obsolete Stores ... ..	
1364	Communication between Machinery Spaces ( <i>H.M. Ships of "Kent" and "London" Classes, and H.M. Ships of "Norfolk" and "York"</i> ) ... ..	(d)
1365	Towing Hawsers—Allowance to Trawlers ... ..	
1366	Telephones in lieu of Voicepipes ... ..	
1367	Customs Declaration—Form S.569A ... ..	
1368	Form S.294—Report of H.A. Gunnery Practice ... ..	
1369	Casual Employees—Record of Service ... ..	(b) A.F.O. 2692/36
1370	C.B. 1869 (34)—Amendments ... ..	
1371	C.B. 1877—Amendment ... ..	
1372	C.B. 1907—Amendment ... ..	
1373	C.B. 1917—Amendment ... ..	
1374	C.B. 1926—Amendment ... ..	
1375	C.B. 1935—Amendment ... ..	
1376	C.B. 1937—Amendments ... ..	
1377	C.B. 3014—Amendments ... ..	
1378	C.B. 3025—Amendment ... ..	
1378a	C.B. Form U2C (1935)—Correction No. 11 ... ..	
1379	National Anthems, Salutes, and Official Marches Book	
1380	B.R. 16—Engineering Manual ... ..	
1381	B.R. 62—R.N.R. Regulations (Officers), 1932 ... ..	
1382	B.R. 63—R.N.R. Regulations (Men) ... ..	
1383	B.R. 65—R.N.V.R. Regulations ... ..	
1384	B.R. 224—The Gunnery Pocket Book ... ..	
1385	B.R. 672A—Expense Accounts Instructions, Repayment Services, 1926 ... ..	
1386	B.R. 677—Instructions for Royal Naval Hospitals and other Medical Establishments at Home and Abroad	
1387	O.U. 5225—Home Dockyard Regulations, 1925 ... ..	
1388	O.U. 5408—Naval Magazine and Explosives Regulations	
1389	O.U. 5420/1936—Rate Book of Victualling and Royal Marine Stores ... ..	
1390	O.U. 5449—Regulations for Maintenance of 21-in., Marks II-V Torpedoes ... ..	§
1391	O.U. 5450—Regulations for the Maintenance of 21-in., Marks IV* S. and S.O. Torpedoes, and 21-in., Mark II S.F.P. Torpedoes in Submarines ... ..	
1392	O.U. 5454—Maintenance of Above-water Torpedo Tubes, D.R. II-IV, T.R. I ... ..	
1393	O.U. 5455/33—Torpedo Drill Book, Above-water Revolving Tubes ... ..	
1394	O.U. 5457—Maintenance of Above-water Torpedo Tubes, T.R. II-III, Q.R. I-IV, VI ... ..	
1395	O.U. 5462—Maintenance of Above-water Torpedo Tubes, T.R. IV, Q.R. V, VII-VIII, P.R. I ... ..	
1396	O.U. 5463—Handbook on Ammunition ... ..	
1397	O.U. 6090 (O)—Range Tables for 3-pdr. Guns ... ..	
1398	O.U. 6184/30—Instructions for the Maintenance of Naval Ordnance and Gun Mountings ... ..	
1399	O.U. 6212 (late C.B. 1760A)—Handbook for 6-in., B.L., Mark XXII Gun on Mark XVIII Twin Mounting—Book I, 1927 ... ..	
1400	O.U. 6242 ... ..	
1401	O.U. 6251—Regulations for Maintenance of 21-in., Marks IX-IX* Torpedoes ... ..	
1402	O.U. 6259—Regulations for Maintenance of 18-in., Mark VIII*, F.A.A., Torpedoes ... ..	
1403	O.U. 6270—Reserves of Naval Stores at Yards Abroad	
1404	Rail Transport Instructions ... ..	



A.F.O.	Subject.	Disposal.
<b>1936—</b>	( <i>contd.</i> ).	
1405	Fleet Synoptic Messages for the Home Station ...	(b) A.F.O. 355/37.
1406	Air Officer Commanding, Coastal Area—Change of Title	(d)
1407	The Gilbert Blane Medal for Medical Officers ...	(a)
1408	Naval Observers' Course—Officers Selected ...	
1409	Sub-Lieutenants Appointed Afloat before Completion of Courses ...	
1410	Passages, Free or Assisted—Officers' Wives and Families	(b) A.F.O. 1053/37.
1411	Eyesight Standards for Men ...	(b) New order being issued.
1412	Men Disrated for Incompetence—Alteration of Notation on Service Certificate ...	(d)
1415	A/S Officer's Writer—Payment of Allowance—Amendment to Complements of Submarine Depot Ships and Flotilla Leaders ...	(c) K.R. & A.I.
1416	Signal and Telegraphist Ratings Re-engaged for 12 Months—Qualification for V/S 3 or W/T 3 ...	(b) A.F.O. 1535/36.
1417	Complements (Destroyers)—Alteration ...	(c) O.U. 6160.
1418	Leave Travelling—Lost Railway Tickets ...	(d)
1419	Unemployment Insurance of Reservists undergoing Training ...	(a)
1420	Uniform Regulations (Ratings) — Distribution in Pamphlet Form ...	(d)
1421	Naval Salvage Money—Distribution ...	
1422	Sports—R.N. and R.M. Golfing Society—Minutes of Annual General Meeting and Results of Annual Meeting at Sunningdale ...	
1423	Royal Tournament, 1936—Results ...	(a)
1424	Bisley Rifle Meeting—Posters and Entry Forms ...	
1425	Guns, Q.F., 2-pdr., Mark VIII—Belting Machine—Modification to ensure Correct Assembly ...	(d)
1426	Howitzers, 3·7-in. Equipments—Control and Communication Stores—REPORTS ...	(a)
1428	Gun Mountings, 8-in., Marks I and I*—Slide Locking ing Control Valves ...	(d)
1429	Gun Mountings, 4·7 in., H.A. XII—Modifications ...	(b) A.F.O. 1763/36.
1430	Fuzes, Time, No. 400, R.L., Lot 1—Special Examination REPORT ...	
1431	Torpedoes—Maintenance ...	(d)
1432	Torpedo Collision Heads, Bulkhead Type—Prevention of Corrosion ...	(c) O.U.s 5449, 5450 and 6251.
1433	Nose Lines for Recovery of Torpedoes—Alternative Device for Spring Hooks, Pattern 1909—REPORTS	(b) A.F.O. 1410/37.
1435	New Pendant and Bulkhead Electric Light Fittings for Cabins and Cabin Spaces ...	(b) A.F.O.s 1775/36 and 331/37.
1436	Watertight Bracket and Pendant Electric Light Fittings (Single Unit Type) ...	(b) A.F.O. 331/37.
1437	Mark V Gyro-Compasses—Tools and Spare Parts ...	(d)
1438	Contamination of Special Mineral Lubricating Oil ...	(c) B.R. 16.
1439	Rubber Plugs for Boiler Tubes ( <i>H.M. Ships and Dock-yards</i> ) ...	
1441	Signal Flags and Pendants—New Designs ...	(d)
1442	Catapults, E.I.H., E.II.H. (1)–(8), E.III.H. (2), (4), (5), (6)—Release Hooks ...	
1443	Motor Boats, Fast Type, for Use of the Fleet ...	
1444	All H.M. Ships carrying Petrol in Bulk below Deck—Fire Precautions ...	
1446	Magnetic Compass for Use at After Steering Position—Allowance ( <i>"Ajax," "Amphion," "Apollo," "Arethusa" and "Galatea"</i> ) ...	(b) A.F.O. 1162/37.
1447	Towing Wires for Targets, Pattern VI, and "Excellent," Pattern II ...	
1448	Chlorosulphonic Acid Apparatus—Spare Parts ...	(d)
1449	Allowance of Blocks, Pattern 4029 ( <i>"Hardy" and "Hero" Classes and later Leaders and Destroyers</i> ) ...	
1450	Loss of Important or Valuable Naval Stores—Definition of Articles ...	(c) B.R. 4.

A.F.O.	Subject.	Disposal.
1936	(contd.).	
1451	Stretcher Cot—Trial—REPORTS ... ..	(d)
1452	Copper Rods and Strips for Electrical Purposes ... ..	
1453	Special Mineral Lubricating Oil—REPORTS ... ..	(b) A.F.O. 211/37.
1455	Address Indicating Groups and Collective Call Signs ... ..	(b) A.F.O. 467/37.
1456	Private Radio-Telegrams—Transmission to H.M. Ships via Portishead Radio—Rates ... ..	(d)
1457	Assistant II—Scientific and Technical Pools—Vacancy	(a)
1458	Vacancies—Technical Officers, Admiralty Technical Pool	
1459	Assistant to Chief Mechanical Engineer, R.N. Cordite Factory—Vacancy ... ..	(a)
1460	Increments—Consolidation of, for Established Time- keepers and Temporary Pensioner Clerks ... ..	
1461	Breech Mechanism, Q.F., 4-in., Marks V and V*, and “A.” Marks V and V* Guns—Gear, Electro-mechanical Firing, Mark IV. Fitting of Paxolin or Formapex Upper Insulating Plate ... ..	(d)
1462	R.F.A. “Delphinula”—Classification of Expenses ... ..	(c) B.R. 81—Uniform Regulations.
1463	Uniform Regulations ... ..	
1464	Wearing of Decorations and Medals by Ratings not Dressed as Seamen ... ..	(c) B.R. 82—Uniform Regulations.
1466	Air Gunners of the Signal and Telegraphist Branches— Qualification as Trained Operator ... ..	(d)
1467	Signalmen and Telegraphists—Qualification for Advance- ment to Leading Rate ... ..	(c) K.R. & A.I.
1469	Advancement of Re-entries ... ..	
1470	Ratings “Trained in Minesweeping” and Trained Mine- sweeping Winch Operators ... ..	(b) A.F.O. 128/37.
1472	Officiating Minister of Religion (Rosyth) ... ..	
1473	Surgeon and Agent (Grimsby) ... ..	(c) Navy List.
1474	Surgeon and Agent (South Shields) ... ..	
1475	National Association for Employment of Regular Sailors, Soldiers and Airmen—Annual Report ... ..	(d)
1476	Royal Naval Benevolent Trust—Contributions from Canteen Funds ... ..	
1477	H.M.S. “Herald”—Disposal of Balance of Canteen Fund	(a)
1478	H.M.S. “Queen Elizabeth”—Disposal of Balance of Ship's Canteen Fund on Paying Off ... ..	
1479	Sports—Arbuthnot Auto-Cycle Trophy Trial ... ..	(a)
1480	Sports—R.N. and R.M. Sports Control Board— Donation ... ..	(d)
1481	Sports—R.N. and R.M. Lawn Tennis Association— Arrangements for Annual Championships, 1936 ... ..	(a)
1482	Sports—R.N. and R.M. Athletic and Swimming Associa- tions—Dates and Arrangements for Championships ... ..	
1483	Practice Projectiles, 8-in., Target Ship, Mark IIIB— Expenditure of ... ..	(d)
1484	Gun Mountings, 8-in., Marks I and I*—Repairs to Cable- winding Gear ... ..	
1485	Guns, Q.F., 2-pdr., Mark II*—Removal of Cartridge Retainers ... ..	(b) C.A.F.O. 2757/36.
1486	Cartridges, Illuminating, 1½-in., and Flares, 20 seconds, Pistol-fired—Precautions to be Observed ... ..	
1487	Gun Sighting Telescopes, Binocular and Monocular, Sight Testing Telescopes and O.L.O. Periscopes— Issue ... ..	(b) C.A.F.O. 2049/36.
1488	Tubes, Fuzes and Primers—List of A.F.O.s in regard to Withdrawals, etc., from 1926 to 31st March, 1936 ... ..	(b) A.F.O. 1291/37.
1489	Form S.255—Quarter Bill—Amendment (“Shakespeare” and “Scott” Class Leaders, except “Keppel” and “Broke” ... ..	(d)
1491	Depth Charges D.II or D.III—Priming with Mark IV Primers ... ..	
1492	“Side Ready” Switch on Torpedo Tube Mountings— Modifications (“F” and “G” Class Destroyers and Leaders) ... ..	

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
1493	Detonators, Nos. 9 and 15, for Demolition Stores ...	(b) A.F.O. 1771/36.
1494	Gyro Compass Equipment—Allowance of Spares ("Amphion," "Ajax," "Apollo," "Arethusa," "Galatea," "Newcastle," "Southampton," "Penelope," "Glasgow," "Birmingham," "Sheffield," "Aurora") ...	
1496	Vices for Instrument Work—Introduction and Allowance	
1497	Sextants, Pattern 491—REPORTS ...	
1498	Firebricks—Suitability for Crushing for Use as "Stop- ping Material" ...	(d)
1502	Dises, Compass, Comparison—Allowance to "Saint" Class Tugs with R.N. Complements ...	
1503	W/T—Submarines' H/F Cable Aerial—Aerial Outfit, Group A.R. ...	
1504	Small Cooler for Drains from Syrens, Galleys and Ship's Heating—Fitting ("Kent" and "London" Classes)...	
1505	Box for Spare Parts of Searchlight Lamps, Mark VIB...	
1507	Calibrators for Air Speed Indicators ...	
1508	Naval Stores, etc., for Suez Canal Ports not to be Shipped in Vessels Carrying Explosives or other Dangerous Cargo ...	(c) B.R. 674.
1510	Appendix to Navy List, June, 1936—Amendment ...	(a)
1511	Coastal Air Pilot (A.P. 1535)—Issue of Binders for ...	(d)
1513	Form B.48—Abolition ...	(a)
1514	B.R. 129 (4)—Issue of New Edition ...	(a)
1515	B.R. 368—Establishment of Naval Stores for Sloops, Minesweepers and Surveying Vessels } Revised D.129—List of Particulars for ... } Editions	(d)
1516	Form O.U. 2a—Revision ...	
1517	O.U. 5483—Handbook for 3-in., 20-cwt., Mark I Gun, on C.P., Mark V Mounting—Issue...	(a)
1518	O.U. 5339/1936—Pendant List for H.M. Ships and Stations, 1936—Issue ...	(b) A.F.O. 1632/36.
1519	Form S.453—Revision ...	(a)
1520	Civilian Staffs—Vacancies ...	
1522	Guns, Q.F., 2-pdr., Inner, Mark VIII, and Outer, Mark VIII, Lock, Mark I—Repair to Mark I Extractor Actuating Levers and Mark I Side Levers by Fitting Separate Bents ...	(d)
1523	Ordnance B.L. Locks, Electric, "E.B." and Locks, Percussion, "P.B."—Modification to Guide Bolt Adjusting Bush ...	
1524	Boats and Life Floats to be Delivered Direct to Ship- builders' Works ...	(a)
1525	Circuit Testers, Pattern 4659, Nife Cells for ...	(d)
1527	Secrecy Regulations ...	(b) C.A.F.O. 699/37.
1528	"Oberon," "Oxley" and "Otway"—Diving Depth ...	(d)
1529	Stowage Capacity of Oil Fuel and Petrol in H.M. Ships— Not to be Disclosed ...	(b) C.A.F.O. 699/37.
1531	Gyro-compass Course—Cancellation ...	(a)
1532	Qualifying Educational Examination for Rank of Acting Sub-Lieutenant—Result ...	(d)
1533	Acting Sub-Lieutenants' Courses—REPORT ...	
1534	Special Service Engagements ...	
1536	Seaman Boys—Educational Training Afloat ...	(c) K.R. & A.I.
1537	Deck Landing Accidents—Aircraft Suspended over the side by Arrestor Gear Wire ...	(d)
1538	Mining Party—Pensioners Required ...	
1539	Entry of Boys for Special Service ...	(c) K.R. & A.I.
1540	Form S.1233G—Engine Room Artificers' History Sheet. Revision to include Form S.455—Certificates of Capa- bility of E.R.A.s. ...	(d)
1542	Unemployment Insurance ...	(b) A.F.O. 3002/35.
1543	Royal Naval Scholarship Fund ...	
1544	Naval Salvage Money—Distribution ...	
1545	National Memorial to the late Admiral of the Fleet Earl Jellicoe, G.C.B., O.M., G.C.V.O., LL.D. ...	(a)

A.F.O.	Subject.	Disposal.
1936	(contd.).	
1546	Q.F. 4·7-in. Guns fitted with Direct Electrical Firing Mechanisms—Liability to Fire in "Safe" Position ...	(b) A.F.O. 1955/36.
1547	Breech Mechanism, Q.F., 4·7-in., Marks VIII-IX "C," Mark IX*, "D," Marks IX* and IX**, "E," "F," and "G," Marks VIII, IX-IX*, and IX** Guns—Fitting New Pattern End Plug with Rivet to Rod Safety and Bar Firing ...	
1550	Smoke Candles—Failure to Eject from Underwater Discharge Tube ...	(d)
1551	Effect of Red Light on Night Accommodation of the Human Eye—Trials—REPORTS ( <i>Commanders-in-Chief, Home Fleet, Mediterranean, China and Ships selected for Trials</i> ) ...	
1552	Torpedoes in Aircraft—Control whilst Dropping ...	(c) Pamphlet on "C" gear.
1553	Torpedo Appropriations ( <i>H.M. Ships "Mackay" and "Woolston"</i> ) ...	(c) C.B. 1771.
1554	Torpedo Blowing Heads—Testing of Dashpot Release for Flap ...	(c) O.U.s. 5449, 5450, 5451 and 5452.
1555	Fuzes, Packed, Non-renewable, 5 and 7 amps. ...	(c) Standard Electrical Specifications.
1557	Binnacle, Patt. 1830, for use with Compass, Patt. 183, in the Emergency Steering Position ...	(d)
1558	Boiler Tubes—( <i>H.M.S. "Royal Oak"</i> ) ...	
1559	D/F Outfits—Change in Method of Sensefinding ...	(c) Handbooks concerned.
1561	Asdic Directing Gear—Routines during Refits ...	
1562	A/S Exercises—Periodical Summaries to be rendered by Asdic Surface Craft and Submarine Flotillas—REPORTS ...	(b) C.A.F.O. 2639/37.
1563	Admiralty Fire Control Clocks—REPORTS ( <i>Leaders and Destroyers</i> ) ...	
1564	Spares for Fire Control Equipment—Allowances ( <i>"Codrington" and "Acasta" Class and later Flotilla Leaders and Destroyers</i> ) ...	(d)
1565	Dinproof Telephones—Fitting in Machinery Compartments ( <i>H.M. Cruisers of "Kent" and later Classes</i> ) ...	
1566	Steel Wire Cargo Nets—Allowance ...	(c) B.R. 4.
1567	Cameras for Gunnery Purposes ...	
1568	Ball Bearings of High Speed W/T Machines—Greases for Lubrication ...	(a)
1569	Varnished Flexible Tubing—Additions to Authorised List ...	
1570	Soft Soap—Varieties in use in Naval Service ...	(d)
1571	C.B. 01618L (1936)—Promulgation of Information respecting Navigational Dangers of a Confidential Nature in War, and Searched Channels in Peace and War ...	
1573	Form S.264a—Issue of New Form ...	(a)
1574	Form S.1148h—Issue to Sloops ...	
1575	"Ormig" Duplicators—Use of Methylated Spirit ...	(a)
1576	Civilian Staffs—Vacancies ...	
1576a	Deputy Armament Supply Officers—Vacancies ...	(d)
1579	Pensioners Employed as Civilians in Naval Establishments and required to wear Uniform—Allowance ...	
1580	Casual Employees—Grant of Unpaid Leave ...	(c) O.U. 5225.
1581	Protective Clothing for Yard Workmen—Modification ...	(d)
1582	Dockyard Works Capital Account—Swing and Bascule Bridges ...	
1583	Warrant and Storing Yards—New Construction, 1935 Programme ...	(d)
1584	B.R. 696 (Part I)—Gunnery, Torpedo and Electrical Stores (Vote 8/II)—Instructions for the Inspection, Receipt, Care, etc.—Revision and Re-issue ...	
1585	Cross-cut Saws, Pattern C.779 TG 16 ...	(c) B.R. 880.
1586	B.R. 880—Table for Calculating Wages (1923)—Corrections ...	

A.F.O.	Subject.	Disposal.
1936—	(contd.).	
1587	Store (Vessel replace "Bacchus")—Name ("Bacchus" to be renamed "Bacchus II") ... ..	(d)
1588	Uniform Regulations—Wearing of Ribands of Orders of Knighthood ... ..	(b) A.F.O. 184/37.
1589	Adjutant-General, Royal Marines—Appointment ... ..	(d)
1590	Acting Sub-Lieutenants (E)—Promotion ... ..	
1592	Acting Petty Officers, G.M. or T.G.M.—Confirmation as Petty Officer ... ..	(b) A.F.O. 2091/36.
1593	R.N.W.A.R. Ratings serving in the R.N.—Transfer to Continuous Service ... ..	(b) A.F.O. 917/36.
1594	Naval Canteens—Arrangements for 56th Meeting of the Headquarters Naval Canteen Committee ... ..	(a)
1595	Naval Canteens—Navy, Army and Air Force Institutes—Balance Sheet as at 2nd November, 1935 ... ..	(d)
1596	Trafalgar Day Orphan Fund, 1935 ... ..	
1597	Sports—R.N. and R.M. Boxing Association—Annual Committee Meeting ... ..	(a)
1598	H.A.C.S. Tables—Fitting Improved Fuze Prediction Gear ( <i>Ships and Gunnery Schools concerned; Dockyards</i> ) ... ..	(b) C.A.F.O. 3098/36.
1599	Fire Control (Low Angle) Communications—Extra Telephone in 6-in. Director Control Tower ( <i>Cruisers of "Leander" and later Classes</i> ) ... ..	(d)
1600	Guns, Q.F., 4-in., Mark V and V*, and "A," Mark V and V*—Working of Breech Block with Mechanism Case Unshipped ... ..	
1601	4-in., Mark V Gun, Fixed Ammunition—Clips No. 25, Mark I* and II—Security of ... ..	(c) O.U. 5408.
1602	Gun Mountings, 4.7-in.—Flexible Voicepipe Connection to Centre Pivot ("E" and "F" Class Destroyers and Leaders) ... ..	(d)
1603	H.E. and H.A. Practice Ammunition Fuzed on board Ship and Re-plugged with Incorrect Plug and Washer Cordite—Landing—Destruction ... ..	
1604	Magslip Transmission Elements—Supplies for Fire Control and Searchlight Control ( <i>H.M. Ships "Glasgow," "Sheffield," "Birmingham," "Aurora," "Liverpool," "Manchester," "Gloucester," and "Ark Royal"</i> ) ... ..	
1608	Paravane Equipment—Standard Planing Shoe ... ..	
1610	Demolition Stores—Stowage ( <i>Submarines</i> ) ... ..	(b) A.F.O. 1672/37.
1611	Stowage of Stores in Battery Compartments ( <i>H.M. Submarines</i> )—REPORT ... ..	
1612	Type 53 Portable W/T Set—Further Allocation ... ..	
1614	Protractors, Pattern 485, for use with W/T Plotting Charts ... ..	
1615	Wallets for Signal Flags—Allowance ... ..	(c) Handbooks concerned.
1616	Asdic Directing Gear Seating of Asdic Installations, Types 121, 124, and 125—Periodical Inspection and Cleaning ... ..	
1617	Vents to "Q" Tanks ( <i>"Thames," "Porpoise" Classes (ex "Porpoise")</i> ) ... ..	(d)
1618	Torpedo Loading Arrangements—Pad Pieces to Portable Chocks ( <i>H.M. Submarines concerned</i> ) ... ..	
1620	Anti-slipping Preparation for Flight Decks ... ..	(b) A.F.O. 1736a/36.
1621	Targets, Small Arm—Revision of Schedule C.657 ... ..	
1622	Stud Welding Equipment—Supply ( <i>H.M. Ships concerned</i> ) ... ..	(d)
1623	Rates of Customs Duty ... ..	(a)
1624	Medical Stores for Service Afloat ... ..	(b) B.R. 4.
1625	Vegetable Contracts ... ..	(d)
1626	H.M. Drifters—Revised Accounting for Naval Stores—REPORT ... ..	(b) A.F.O. 2436/36.
1627	Blackboards—Introduction of New Patterns ... ..	(d)
1628	Containing Crates for Standard Patterns of Glass Transmitting W/T Valves ... ..	
1629	Gunnery Practices—Analysis of Aircraft Observation ... ..	(d)
1630	Anti-Aircraft Guns—Designation ... ..	

A.F.O.	Subject.	Disposal.
1936—	(cont'd.).	
1631	B.R. 9 (1)—Issue ... ..	(a)
1632	O.U. 5339/36—"Pendant List for H.M. Ships and Stations, 1936"—Issue ... ..	(d)
1633	O.U. 6090 (K)—High Angle Range Table No. 245, for Q.F., 4-in. Guns, Marks V, XV and XVII, and Mark XVI for Smoke Shell. Revised page 1 and new page 1A dated May, 1936—Issue ... ..	(a)
1634	O.U. 6090 (K)—Range Tables, Nos. 369, 370, 371 and 372, for 4-in., Q.F., Mark XVI Guns—Issue ... ..	(b) A.F.O. 1946/36.
1635	Form S.41a—Ship's Ledger Sheet (revised February, 1936)	(c) K.R. & A.I.
1636	Smoking in H.M. Dockyards and other Admiralty Establishments ... ..	(d)
1637	30-ft. Motor Boat, No. 445, for Armament Supply Depot, Singapore—Naming ... ..	
1638	Dockyard Cost Accounts—Floating Docks—Scale of Charges ... ..	
1639	Subhead D2 of the Programme—Limits Governing Classification of Refits ... ..	(a)
1640	Memorandum N.I. (S) 1932—Amendment ... ..	(a)
1641	C.B. Form U2C (1935)—Correction No. 12 ... ..	
1642	C.B. 1791/33—Amendments ... ..	
1643	C.B. 1795A (1936)—Amendment ... ..	
1644	C.B. 1832 (1930)—Amendments ... ..	
1645	C.B. 1897 (1934)—Amendments ... ..	
1646	C.B. 1898 (1934)—Amendments ... ..	
1647	C.B. 1917—Amendment ... ..	
1648	C.B. 1935—Amendment ... ..	
1649	B.R. 10 (1)—Admiralty Standard Moorings ... ..	
1650	B.R. 14—Drafting Regulations ... ..	§
1651	B.R. 16—Engineering Manual ... ..	
1652	B.R. 62—R.N.R. Regulations (Officers), 1932 ... ..	
1653	B.R. 63—R.N.R. Regulations (Men) ... ..	
1654	B.R. 65—R.N.V.R. Regulations ... ..	
1655	B.R. 153 (2)—Demolitions Drill Book ... ..	
1656	B.R. 669—Instructions for the Conduct of Cash Duties, 1932 ... ..	
1657	B.R. 672—Expense Accounts Instructions, 1904 ... ..	
1658	B.R. 672A—Dockyard Expense Accounts—Repayment Services ... ..	
1659	B.R. 674—Naval Store Duties Instructions ... ..	
1660	Form D. 621A—Instructions for the Preparation of Annual Demands at H.M. Naval Yards Abroad ... ..	(a)
1661	O.U. 5225—Home Dockyard Regulations ... ..	
1662	O.U. 5225 (2)—Home Dockyard Regulations, 1925 ... ..	
1663	O.U. 5441—Maintenance of Submarine Torpedo Tubes ... ..	
1664	O.U. 5449—Regulations for the Maintenance of 21-in., Mark II—V Torpedoes ... ..	
1665	O.U. 5450—Regulations for the Maintenance of 21-in., Mark IV* S. and S.O. Torpedoes and 21-in., Mark II S.F.P. Torpedoes in Submarines ... ..	
1666	O.U. 5451—Regulations for Maintenance of 21-in., Mark VII Torpedoes ... ..	
1667	O.U. 5452—Regulations for Maintenance of 24½-in., Mark I Torpedoes ... ..	
1668	O.U. 5455—Torpedo Drill Book—Above Water Revolving Tubes ... ..	
1669	O.U. 6066—The Sight Manual, Vol. I, 1921 ... ..	(a)
1670	O.U. 6066A—The Sight Manual, Vol. II, 1930 ... ..	
1671	O.U. 6090 (J) (W), etc.—Ballistics—List of Current Range Tables, Fuze Scales, etc. ... ..	
1672	O.U. 6090 (J)—Range Tables for 6-in. Guns ... ..	
1673	O.U. 6090 (K)—Range Tables for 4-in. Guns ... ..	
1674	O.U. 6090 (W)—Range Tables for 8-in. Guns ... ..	
1675	O.U. 6146/1934—Instructions for Torpedo, Depth Charge, Minesweeping and Power Controller Searchlight Trials ... ..	
1676	O.U. 6191/30—Instructions concerning Ships taken up for Naval Service in War ... ..	
1677	O.U. 6190 (34)—Handbook of Hydrophones ... ..	

A.F.O.	Subject.	Disposal.
1936—	(contd.).	
1678	O.U. 6234—Home Dockyard Reserve Memorandum ...	§
1679	O.U. 6247—Regulations for Maintenance of 21-in., Mark VIII-VIII* Torpedoes ...	
1680	O.U. 6251—Regulations for Maintenance of 21-in., Mark IX-IX* Torpedoes ...	
1681	O.U. 6259—Regulations for Maintenance of 18-in., Mark VIII F.A.A. Torpedoes ...	
1682	O.U. 6270—Memorandum on Reserves of Naval Stores at Naval Yards Abroad ...	
1683	O.U. 6281—Regulations for Maintenance of 18-in., XI, Torpedoes ...	(d)
1684	O.U. 6282 (2)—Plotting Table—A.R.L. ...	
1685	Education Department, Admiralty—Reorganisation ...	(a)
1686	Chief Superintendent of Armament Supply—Appointment ...	(a)
1687	Uniform Regulations—Aiguillettes and Royal Cypher worn by Personal Aides-de-Camp to the King ...	(c) B.R. 81—Uniform Regulations.
1688	Examination for Warrant Engineer and Warrant Mechanician, February, 1936—Results ...	(a)
1689	Preliminary Professional Examination for Warrant Ordnance Officer—Results of Examination ...	
1691	Engine Room, Ordnance and Electrical Artificers and Ordinary Seamen (S.S.)—Dental Standard ...	(b) A.F.O. 1979/37.
1692	Unemployment Insurance—Disposal of Obsolete Stamps—REPORT ...	(a)
1693	Royal Australian Navy—Provision Allowance and Leave Allowance ...	(b) A.F.O. 2873/36.
1694	H.A.C.S., Marks I, IC, II, III, and IIIC Directors—Removal of Aldis U.M. Telescopes and Substitution of Open Sights ( <i>Ships and Gunnery Schools concerned</i> ) ...	(b) C.A.F.O. 1067/37.
1695	Director Firing Gear—Illumination of Director Training and Elevation Receivers—Improvements to be Incorporated—REPORT (“ <i>Acasta</i> ,” “ <i>Beagle</i> ” <i>Class, Leaders and Destroyers</i> ,” “ <i>Norfolk</i> ”) ...	(a)
1696	Guns, B.L., 5·5-in., Mark I—Re-positioning of Breech, Safety, Change-over Contacts ...	(d)
1697	Guns, Q.F., 2-pdr., Inner, Mark VIII, and Outer, Mark VIII—Modification to Covers, Side Plate, to prevent Interference with Rounds, Counter ...	
1698	Guns, Machine, Vickers, ·5-in., Mark III—Modification of Barrel and Bottom Lever of Feed Block—Amendment to Instructional Print N.O.D. 3100/341... ..	(a)
1699	Gun Mountings, 4-in., Q.F., Mark V Guns on H.A., Marks III, III* and IV Mountings—Loading Lamp ...	
1700	Breech Mechanism, B.L., 6-in., Marks XXII and XXII* “Left” Guns—Fitting of a definite Retaining Catch to Lever, Breech Mechanism, and Modification of Lever, Breech Screw to suit ...	(c) Naval Proportion Book.
1701	Breech Safety Change-over Contacts—Method of Assembly to be adopted ...	(d)
1703	Gunnery Record Cameras and Associate Gear ...	(b) C.A.F.O. 2899/36.
1704	21-in., Mark IX-IX* Torpedoes—Right Wander ...	(c) O.U. 5428.
1706	Torpedo Stores—Nozzles, Discharging, St. No. T.126—Allowance (“ <i>D</i> ” <i>Class and later Class Destroyers and H.M. Ships “Ajax,” “Arethusa,” and “Amphion” and later Cruisers</i> ) ...	(c) C.B. 1876.
1707	Torpedo Stores—Die Nuts, ·249-in. dia., 32 thds. per inch, St. No. 1485—Replacement by Die Nuts, ·25-in. dia., 32 thds. per inch, St. No. 715 ...	(c) C.B. 1876D.
1708	Torpedo Stores—Chests, Spare Gear, 24½-in., Mark I—Alterations to Contents ...	
1709	Cartridges for Greenwich Air Purifier Units—Return to Store—REPORT ...	(a)
1711	Detonators No. 25 and Electric No. 21—Painting of Tins ...	(c) List of Changes and Designs.
1712	Gyro-compass Equipment—Replacement of Repeater Connection Boxes ...	(d)

A.F.O.	Subject.	Disposal.
1936—	(contd.).	
1714	Modification to High Note Buzzer, Pattern 9276 ...	(d)
1715	Anti-gas arrangements in W/T Offices ...	(b) C.A.F.O. 942/35.
1716	Anti-gas Respirators—Issue of Authority for Replacement when withdrawn from Individuals ...	
1717	Electric Table Fans—Allowance to Sloop Minesweepers	
1718	"Crane" Type Fittings for Condenser Tubes ...	
1719	W/T—Types 49 and 51H in Flotilla Leaders and Destroyers—Modifications to H.T. and Filament Supplies to Transmitter 5P ...	(d)
1721	W/T—Introduction of Aerial Insulator, Pattern 3658, and Accessories ( <i>Capital Ships, Cruisers, Aircraft Carriers and Large Depot Ships</i> )... ..	
1722	Signal and Remote Control Communications, Alterations and Additions ...	(b) A.F.O. 1366/37.
1724	Open Sights for 10-in. Signalling Projector, Pattern 3860A ( <i>H.M.S. "Exmouth" and "E" Class Destroyers</i> ) ...	
1727	Magnetic Compass for use at Upper Steering Position—Allowance ...	
1729	Distance Thermometers—Supply of Ligament ...	
1730	Money Safes, Pattern 1464A—Allowance to "Arethusa" Class Cruisers ...	
1731	White Metal Bedsteads—Allowance ( <i>Dockyards and Overseers concerned</i> ) ...	
1732	Occasional Tables for Flag and Commanding Officers' Apartments—REPORTS (" <i>Queen Elizabeth</i> ," " <i>Leander</i> ," " <i>Milford</i> ," " <i>Weston</i> ," " <i>Dorsetshire</i> ," " <i>Rodney</i> ," " <i>Ramillies</i> ," " <i>Barham</i> ," " <i>Londonderry</i> ," " <i>Apollo</i> ")... ..	(d)
1733	Overhead Fans for Officers' Apartments, Sick Bay and Recreation Spaces—Supply—REPORT ( <i>Battleships, Cruisers and Aircraft Carriers</i> ) ...	
1734	W.C. Pans, Pattern 2581—Shock-absorbing Fittings ...	
1735	Cans, Hot Water—Allowance to Flotilla Leaders and Destroyers ...	
1736	Lubricating Oil, Shell, C.Y.2 ...	
1736A	Rates of Customs Duty ...	(b) A.F.O. 1851/37.
1737	Report on Revised Article 100 of Signal Manual... ..	(d)
1738	Lloyd's Register of Shipping (B.R. 125)—REPORT ...	(a)
1739	Sloop-minesweepers—Supply of certain Forms to ...	(d)
1740	Armament Supply Department—Change of Address ...	
1741	Civilian Staffs—Vacancy ...	(a)
1742	Shore W/T Stations—Safety Arrangements—REPORT ( <i>All Shore W/T Stations</i> )... ..	
1743	Guns, Q.F., 2-pdr., Mark II*—Improvement of Muzzle Gland by Fitting of Bronze Filling Ring to the Stuffing Box—Amendment to Instructional Print, N.O.D. 2108/56 ...	(d)
1744	Ordnance B.L.—Vents, Axial (Various)—Amendments to Repair Drawings ...	
1745	Local Purchase of Vote 8, Section II Stores ...	(c) O.U. 5225, B.R.s 670 and 674.
1746	Varnish Medium for Aluminium Paint—Introduction ...	(d)
1747	Inspectors of Admiralty Coal ...	
1749	Consular Appointment (Palermo, Sicily) ...	(d)
1750	Staff Course, 1937—Officers Selected ...	(a)
1751	Preliminary Study by Candidates for the Royal Naval Staff Course ...	(b) A.F.O. 1585/37.
1752	Uniform Regulations, Wearing of Broad Ribands of Orders of Knighthood ...	(b) A.F.O. 184/37.
1753	Uniform Regulations, Officers' Full Dress Coat ...	(c) B.R. 81.
1754	Advancement to Acting Petty Officer—Sea-going Qualification and Recommendation for Advancement ...	(b) A.F.O. 2043/36.
1756	Admiralty Review of Service Conditions ...	(a)
1757	Complements of Submarines—Amendments ...	(c) O.U. 6160.
1758	Private Photography by Service Personnel ...	(d)
1759	National Savings Certificates—System of Supply and Accounting ...	(b) A.F.O. 2591/37.
1760	Navy Weeks, 1935 ...	(d)



A.F.O.	Subject.	Disposal.
<b>1936</b> —	( <i>contd.</i> ).	
1761	The Royal Naval Benevolent Trust ... ..	(d)
1762	Ready Use Lockers... ..	
1763	Fuzes, Time, No. 400, R.L. Lot 1—Special Examination	(b) C.A.F.O. 742/36.
1764	Tubes, Vent, Electric, 1-in.—Classification of Stocks ...	
1765	Inclinometers ("Kent" and County Class Cruisers) ...	(d)
1766	Torpedoes, 21-in., Mark VIII-IX*—Assembly after Routine "O" ... ..	(c) O.U.s. 6247 and 6251.
1767	Torpedoes—Pioneers E.1* and E.2 Patterns—Modification for use with 21-in., Marks VIII-IX* Warheads ...	(c) C.B. 1876D.
1768	Form 303a—Rendering Reports ... ..	(b) C.A.F.O. 1437/37.
1770	24-in. Searchlight Projectors—Marks I and II—Spare Parts and Accessories—Sight Bars, Pattern 9159 ...	(d)
1774	T.S.D.S. Compound Wires for Trials—REPORTS ...	(a)
1775	New Pendant and Bulkhead Electric Light Fittings for Cabins and Cabin Spaces ... ..	(b) A.F.O. 331/37.
1776	Cursors for Chernikeef Log Distance Registers ...	(d)
1777	Boiler Tubes ( <i>H.M. Ships "Griffin" and "Greyhound"</i> )	
1778	Type 43A W/T Installation—Supply of Valves for Army Type Stabilisers ... ..	
1780	Desiccators for Submarine Periscopes ( <i>Submarine Depot Ships and Dockyards concerned</i> ) ... ..	
1781	Flexible Voicepiping and Accessories—Allowances to Sloops of "Bridgewater," "Hastings" and "Shoreham" Classes ... ..	(b) A.F.O. 1221/37.
1782	Salt Water Showers in Bathrooms—Replacement by Fresh Water Showers (" <i>London</i> " Class, " <i>Dorsetshire</i> ," " <i>Norfolk</i> ," " <i>York</i> " and " <i>Exeter</i> ") ... ..	
1784	Petroleum Spirit and other Light Oils—Exclusive Purchase from Schedule Companies ... ..	
1786	B.R. 155/1936—The Diving Manual—Revised Edition—Issue ... ..	
1787	B.R. 222—"Notes on W/T Sets"—Issue of new pages...	(a)
1788	Prices of certain O.U. Books and Books of Reference ...	
1789	Libraries—Officers' Reference—Addition of "Every Man's Own Lawyer" ... ..	(d)
1790	Form O.9—Discrepancy Report ... ..	
1791	M.T. Vehicles—Lighting Regulations. ( <i>Home Yards only</i> )	
1793	Condemned Hoses—Classification for Sale ... ..	
1794	Principal Overseer (Yard Machinery), Midland District—Change of Address ... ..	(a)
1794c	B.R. 83—Foreign Ports—Procedure in connection with Notification of Visits of H.M. Ships ... ..	
1795	King George V National Memorial ... ..	
1796	King George V National Memorial ... ..	
1797	King George V Jubilee Trust ... ..	(c) K.R. & A.I.
1798	Royal Marine Police—Appointment of Chief Constable	
1799	Royal Marine Police—Vacancy for Chief Inspector ...	
1800	Navigating Officers' Remark Books ... ..	
1801	Admiralty Review of Service Conditions—Arrangements	(c) K.R. & A.I.
1802	Submarine Pay ... ..	
1803	Warrant Officers—Uniform ... ..	(b) A.F.O. 485/37.
1804	Qualifying Course for Warrant Telegraphists ... ..	(a)
1805	Submarine Detector Ratings—Alteration of Titles—Revision of Rates of Non-substantive Pay for Seaman Ratings ... ..	(c) K.R. & A.I.
1806	New Zealand Division—Transfer of Ratings ... ..	(d)
1807	Accidents to Personnel in Public Thoroughfares, etc., resulting in the loss of their Services—REPORT ...	(b) A.F.O. 607/37.
1808	R.M. Signalling Instructors and R.M. Signallers, 1st and 2nd Class—Authorised Complements ... ..	(c) O.U. 6160.
1809	Educational Examinations Afloat—July, 1936—January, 1937 ... ..	(a)
1810	Badges of Junior V/S and W/T Ratings—Grant of Star to the Trained Operator... ..	(d)
1811	Officiating Ministers of Religion ( <i>Swansea and Grimsby</i> )	(b) A.F.O. 128/37.
1812	Lecture Library—New Lectures ... ..	(d)
1813	Income Tax Returns, 1936-37 ... ..	(a)
1814	Trafalgar Day—Wreaths ... ..	

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
1815	Sports—R.N. and R.M. Sports Control Board— Donation ... ..	(d)
1816	Sports—R.N. and R.M. Rugby Union—Committee Meeting ... ..	(a)
1820	Director Firing Gear—Removal of Back-laying Attach- ment when using Pattern G.355* Binocular Prismatic Telescopes at Night ... ..	(c) O.U. 6125 (4).
1823	Breech Mechanism, Q.F., 4.7-in., Marks VIII and IX, "E," Marks VIII and IX, "D" and "E," Mark IX* Guns—Modification ... ..	(d)
1824	Ammunition—Ready-use Cordite Lockers for 4.7-in. Q.F. Cartridges—Modification ("Duncan" and "D" <i>Class Destroyers</i> ) ... ..	
1825	Fuzes, Time, No. 124—Setting Restrictions ... ..	(c) O.U. 5463.
1829	Torpedoes, 21-in., Marks VIII*—IX*—Washers, Celluloid, St. No. 365, for Fitment to Scavenging Plugs— Allowance ... ..	(c) C.B. 1876D.
1830	Cartridges, Impulse, Torpedo—Types and Services for which used ... ..	(c) C.B. 1876A & B.
1831	Plotting Tables, Mark V—Diagram of External Wiring	(d)
1834	Book of Anchors for H.M. Service—Amendments ... ..	
1836	Monthly Return S.611—Fuel Expenditure ... ..	
1840	Harbour Service Vessels, Hulks, Stationary School Ships, etc.—Survey ... ..	
1842	Issuing Prices of Seamen's Clothing as from 1st July, 1936—Poster Edition ... ..	
1843	Boot Polish—Supply in 1-oz. Tins ... ..	
1844	O.U. 6283—Alteration to Established Allowances ... ..	
1845	B.R. 427—Extension of Issue to Mediterranean Fleet ... ..	
1846	Form D.301—Dimensions of Masts and Yards ... ..	
1847	Form O.6—Ammunition Labels ... ..	
1848	Form O.6—Ammunition Labels ... ..	(c) B.R. 669.
1849	Form S.460—Abolition ... ..	
1850	Forms of S.512 and S.513 Series—Abolition ... ..	(c) B.R. 669.
1851	Monthly Advances of Salary—Calculation ... ..	(c) B.R. 669.
1852	Deduction from Salaries and Wages—Revision of Charge	(b) A.F.O. 2549/34.
1853	Substantive Allowances—Civil Staff ... ..	(d)
1855	Sketch Plates for Boiler Tubes ( <i>Dockyards</i> ) ... ..	
1856	Extruded White Metal Sections ... ..	(a)
1858	Secretary of the Admiralty ... ..	
1859	Director of Naval Construction—Appointment ... ..	(b) A.F.O. 2615/36.
1860	Henry Leigh Carlslake Prize—Award for 1936 ... ..	
1861	Interpreter—Examination, October, 1936 ... ..	(c) Navy List.
1862	Japanese Language—Volunteer for Study of ... ..	(d)
1863	Sub-Lieutenants Appointed Afloat before Completion of Courses ... ..	
1864	Writer, Supply and Cookery Branches—Revision of Officers' Titles ... ..	(a)
1865	Naval Cadetships at R.N. College, Dartmouth—Exami- nation ... ..	
1867	V/S and W/T Courses ... ..	(b) A.F.O. 2615/36.
1868	Admiralty Surgeon and Agent—Change of Address ... ..	(c) Navy List.
1870	Annual Breadmaking Competition, Section A, Mediter- ranean Fleet, 1936 ... ..	(d)
1871	Sports—R.N. and R.M. Sports Control Board—Donation	(a)
1872	Sports—Arbuthnot Auto-Cycle Trophy Trial—Entries	
1873	Director Firing Gear—H.A.C.S. Directors—Director Laying—REPORTS ("Cornwall," "Dorsetshire," "Kent," "Apollo") ... ..	(b) A.F.O. 551/37.
1876	Director Firing System—Seats in Control Towers— REPORTS ("Achilles," "Ajax," "Arethusa," "Leander," "Neptune," "Orion," "Sydney," "Galatea," "Apollo," "Amphion") ... ..	
1877	Fire Control—Communications—Modifications to Voice- pipes between Bridge and Transmitting Station ("Codrington," "Keith" and "Acasta" and "Beagle" <i>Classes</i> ) ... ..	(d)
1878	Ballistics, B.L., 16-in., Mark I Gun—E.F.C., Wear and M.V. Data ... ..	

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> )	
1879	Star Shell and Target Smoke Shell for 4-in., Q.F., Mark XVI gun ... ..	(d)
1880	Ammunition—Portable, Ready-Use, 4.7-in. Cartridge Racks—Supply and Fitting ( <i>Leaders and Destroyers Armed with 4.7 in. Guns</i> ) ... ..	
1881	Tubes, Vent, Electric, 5-in., Mark VI, Lot R.L. 146, 2.23 —Withdrawal and Disposal ... ..	
1882	Fuzes, Time, No. 198, Mark II, R.L., Lot R.L. 47, 4.32 —Withdrawal and Restricted Use ... ..	
1883	S.E.P. Torpedoes—Supply ... ..	(a)
1886	Magnetic Compass Establishments for Ships of the 1935 New Construction Programme ... ..	(d)
1887	Post War Sloops—Kedge Anchors ... ..	(c) B.R. 16.
1888	Engines of Fast Motor Boats Supplied by the British Power Boat Co. ... ..	
1890	Telegraph Shafting—Couplings ... ..	(d)
1891	W/T—Fleet Air Arm Squadron Signal Reports—Analysis —W/T Range results to be expected—Amendment ... ..	
1893	W/T Motor Generators for W/T Sets, Types 43A and 45—Allowance (Squadron Flagships) ... ..	
1894	Cleethorpes W/T Station—Long Life of Valves N.T.24, Pattern 7120 ... ..	
1895	Divisional Bulkheads in Oil Tanks—Survey—REPORT (“V” and “W” Class Destroyers) ... ..	(c) B.R. 4.
1897	Spare Parts for Periscopes—Transfer of certain Items from Permanent to Consumable Category ... ..	
1898	Fleet Air Arm in Aircraft Carriers—Valuation Allowance for Naval Consumable Stores ... ..	(d)
1899	“Phomene” Generators—Allowance to Ships Carrying Aircraft ... ..	
1900	Converted Timber—Quarterings ... ..	(b) A.F.O. 2384/36.
1901	Spare Glasses for Low Power Instruments, etc.—Supply	
1902	Long Service Pensioners, Reservists, etc., Entered for Temporary Service in the Fleet—Bedding ... ..	(d)
1903	Linoleums in H.M. Ships—Cleaning and Polishing ... ..	
1904	Fresh Milk ... ..	(a)
1905	General Post Office—Local Administration in Scotland and North-Eastern England ... ..	
1906	B.R. 122—Issue of 6th Edition ... ..	(d)
1907	B.R. 129 (2)—Issue of 6th Edition ... ..	
1909	Nosological Returns ... ..	(a)
1910	Civilian Staffs—Vacancies ... ..	
1911	Assistant Electrical Engineers—Vacancies ... ..	(d)
1912	Bonuses Payable to Workpeople in Admiralty Establishments at Home—Increases—REPORTS ... ..	
1913	Increases of Industrial Bonus—Effect on Superannuation Benefits ... ..	(c) B.R. 696.
1914	Reserve W/T Sets Packed in Tin or Zinc-lined Cases—Introduction of Drying Agent ... ..	
1916	Steel Wire Ropes—Preservation ... ..	(d)
1917	Cordage—Testing at Yards Abroad ... ..	
1919	Saluting Stations—British and Foreign Ports—Amendment No. 2 ... ..	(b) A.F.O. 354/37.
1920	Advancement to Acting Leading Stoker ... ..	(c) K.R. & A.I.
1921	Navy, Army, and Air Force Institutes—Disposal of Surplus Revenue accruing from Naval Canteen Trading	(d)
1922	New Zealand Division—Diomedea Cup ... ..	
1923	Second Destroyer Flotilla Officers’ and Men’s Sports Funds ... ..	
1924	Sports—R.N. and R.M. Sports Control Board—Donation	
1925	Fire Control Instruments—15-ft. D.U.4 Heightfinders on M.R.7 Mountings—Modification to Elevating Hand-wheel—REPORTS ... ..	(d)
1926	Fire Control—Communications—Fitting Voicepipe between After Searchlight Platform and After Control (“Apollo,” “Arethusa,” “Galatea,” and “Leander” Class) ... ..	

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
1927	Fire Control—Communications—Modifications to Voice-pipes at Captain's Sight ( <i>Ships concerned</i> ) ...	(d)
1928	Gun Sighting Telescopes, Patterns G.330 and G.331 ...	(a)
1930	2-pdr. Sub-calibre Guns, 1-in. Aiming Rifles and 303-in. Aiming Rifles—Allowances ...	(b) A.F.O. 2628/36.
1931	6-in., Mark XXI, Twin Mountings—Modification to Sight Port Covers ( <i>"Arethusa," "Leander" and Modified "Leander" Classes</i> ) ...	(d)
1933	Cordite—Landing—Destruction ...	
1934	Boxes, Cartridge, Q.F., 4.7-in., C.185—Difficulty in opening ...	
1935	Lubrication of Main Circulating Inlet and Discharge Valve Spindle Ball Races ( <i>"Kent" and "London," Classes, "York," "Exeter," "Norfolk," "Dorsetshire," "Leander," "Achilles," "Orion," and "Neptune"</i> ) ...	
1936	W/T Valve Buzzer Circuits ...	
1937	Fitting of Sponsons for 10-in. Signalling Projectors ( <i>Leaders and Destroyers concerned</i> ) ...	(b) A.F.O. 451/37.
1938	Asdic Installation, Types 119A, 119B, 124 and 125—Modification to Morse Key Circuit ...	(c) Establishment of Stores.
1940	Motor Boats—Protection of Aluminium Crankcases of Engines ...	(c) B.R. 16.
1941	Buoyancy Jacket for Calcium Lights attached to Lifebuoys ...	(d)
1942	Blackboards—Introduction of New Patterns ...	
1943	Curtains in Pantries in H.M. Ships ...	
1944	Yeast for Breadmaking ...	(b) A.F.O. 212/37.
1946	O.U. 6090 (K)—Range Tables, Nos. 369, 370, 371 and 373, for 4-in., Q.F., Mark XVI Guns—Issue ...	(a)
1947	Form D.128—Obsolete ...	(d)
1948	Book D.558—Issue to H.M. Fleet ...	(a)
1949	Forms S.124F (D.630B) and S.124G (D.630C)—Abolition ...	(d)
1950	Form S.292, Revised Edition—Issue ...	(a)
1951	Form S.595—When to be rendered—Amendment ...	(c) K.R. & A.I.
1952	Form T.S.51—Reprint as two Forms ...	(d)
1953	Civilian Staffs—Vacancy ...	(a)
1954	Unemployment Insurance—Contributions Regulations, 1936 ...	(d)
1955	Guns, Q.F., 4.7-in., "G," Mark IX**—Alterations to "Safe" and "Fire" Markings ...	
1956	Gunnery Equipment on Loan to Instructional Establishments—Procedure for Quarterly Inspection—REPORT ( <i>Dockyards, Gunnery Schools, R.M. Divisions, etc., concerned</i> ) ...	(b) A.F.O. 1036/37.
1957	Storing Yards—New Construction, 1934 Programme ...	(d)
1958	Forms D.162, D.620, and D.621—Utilisation of Spare Sheets ...	
1959	C.B. Form U.2C (1935)—Correction No. 13 ...	
1960	C.B. 920—Amendment ...	
1961	C.B. 1791/33—Amendment ...	
1962	C.B. 1829—Amendment ...	
1963	C.B. 1935—Amendment ...	
1964	C.B. 3028—Amendment ...	
1965	B.R. 16—Engineering Manual ...	
1966	B.R. 62—R.N.R. Regulations (Officers) ...	
1967	B.R. 63—R.N.R. Regulations (Men) ...	
1968	B.R. 65—R.N.V.R. Regulations ...	
1969	B.R. 669—Instructions for the conduct of Cash Duties, 1932 ...	§
1970	B.R. 672A—Expense Accounts Instructions (Repayment Services) ...	
1971	B.R. 732—Instructions for the disposal of Mines and Bombs washed or brought ashore ...	
1972	O.U. 5225—Home Dockyard Regulations ...	
1973	O.U. 5449—Regulations for the Maintenance of 21-in., Mark II Torpedoes ...	
1974	O.U. 5450—Regulations for Maintenance of 21-in., Mark IV*, S. and S.O. Torpedoes, etc. ...	

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
1975	O.U. 5451—Regulations for Maintenance of 21-in., Mark VII Torpedoes ... ..	}
1976	O.U. 5452—Regulations for Maintenance of 24½-in., Mark I Torpedoes ... ..	
1977	O.U. 5453—Drill for 0·5-in. Guns on "M," Mark I Mounting ... ..	
1978	O.U. 5457—Maintenance of Above-water Torpedo Tubes, T.R. II—III, etc. ... ..	
1979	O.U. 5462—Maintenance of Above-water Torpedo Tubes, T.R. IV, Q.R., etc. ... ..	
1980	O.U. 6125—The Director Firing Handbook ... ..	
1981	O.U. 6127 (2)—Addendum No. 2 to Director Firing for Flotilla Leaders and Destroyers ... ..	
1982	O.U. 6190 (34)—Handbook of Hydrophones ... ..	
1983	O.U. 6234—Reserves of Naval Stores at Home Dockyards ... ..	
1984	O.U. 6247—Regulations for Maintenance of 21-in., Mark VIII—VIII* Torpedoes ... ..	
1985	O.U. 6251—Regulations for Maintenance of 21-in., Mark IX* Torpedoes ... ..	
1986	O.U. 6259—Regulations for Maintenance of 18-in., Mark VIII, F.A.A. Torpedoes ... ..	
1987	O.U. 6270—Memorandum on Reserves of Naval Stores at Naval Yards abroad ... ..	
1988	O.U. 6281—Regulations for Maintenance of 18-in., Mark XI Torpedoes ... ..	
1989	Boom Defence Inventory ... ..	
1990	Aircraft Operating on Flying Decks ... ..	
1991	Signalling between H.M. Ships and British Merchant Vessels—Quarter ended 31st March, 1936 ... ..	(d)
1992	Engineer-in-Chief—Appointment ... ..	(a)
1993	Eardley Howard - Crockett Prizes — R.N. College, Dartmouth ... ..	(d)
1994	Acting Sub-Lieutenants—Promotions ... ..	(a)
1995	Warrant Wardmaster, Professional Examination, July, 1936—Result ... ..	(d)
1996	Higher Educational Test, November, 1936—Time Table ... ..	(a)
1998	Physical and Recreational Training Officers ... ..	(d)
2000	Petty Officers' Course—Order of precedence in which Ratings are to be selected ... ..	(d)
2002	King Edward VII Convalescent Home for Officers, Osborne ... ..	(c) B.R. 14.
2003	Recruitment of Labour at Naval Establishments—Arrangements for facilitating transfer from outside employment ... ..	(b) A.F.O. 1814/37.
2004	Advancements from Port Division Rosters ... ..	(c) O.U. 5225.
2005	Civil Employment of Regular Sailors, Soldiers, and Airmen ... ..	(a)
2006	Vocational Training—Summary of Training carried out during the year ended 31st March, 1936 ... ..	}
2007	Sports—Athletic Championships, 1936 ... ..	
2008	Sports—R.N. and R.M. Boxing Association—Minutes of Annual Meeting ... ..	
2009	Gun Mountings, 6-in., Mark XXI—Fitting of Modified Operating Gear to Cordite Hoists ("Leander," "Achilles," "Orion," and "Neptune") ... ..	
2010	Gun Mountings, 2-pdr., "M," Marks V and VI—Sights—Regradation of Lateral Deflection Plates ( <i>Ships concerned</i> ) ... ..	
2011	Aircraft Torpedoes ( <i>H.M. Ships "Royal Sovereign" Class, "Valiant," "Hood" and "Rodney"</i> ) ... ..	
2013	Fire Control Order Instruments from the Transmitting Station to "Y" Turret—REPORTS ("Amphion," "Ajax," "Arethusa," "Apollo," "Galatea," "Newcastle," "Southampton" and "Penelope") ... ..	
2015	Steam Traps, "Spirax" Type—Introduction ... ..	
2016	Tubes, Steel, for Air Preheaters—Reserve ... ..	
2017	Thermometers and Holders for Machinery—New Patterns ... ..	(d)

A.F.O.	Subject.	Disposal.
1936	(contd.).	
2018	Wavemeter G8—Supply to Ships Fitted with Type 37M	(d)
2019	Revised W/T Establishment Lists of Stores ... ..	
2020	Hammers, Copper, and Straight Edges—Allowance ( <i>Leaders and Destroyers</i> )... ..	
2021	Swindon's Patent Revolving Head Vices, Pattern 4334 ( <i>Battleships, Battle Cruisers, "Kent" and Later Class Cruisers and Aircraft Carriers</i> ) ... ..	
2022	Vices, Pattern 512—Patrol and Convoy Sloops ... ..	(c) K.R. & A.I. (c) B.R. 82.
2023	Ratchet Braces and Drills—Allowances ( <i>H.M. Ships and Dockyards</i> ) ... ..	
2024	Lubricating Oil, Triple Shell ... ..	
2025	Borneo Hardwood, Red and White ... ..	
2027	Secret Documents—Transmission ... ..	(d)
2028	Cookery Handbook for Use of Officers' Cooks ... ..	
2029	Form B.26—Abolition ... ..	
2030	Form S.1330 and S.1330a—Replacement by a Combined Form ... ..	
2031	Admiralty Engineer Overseer, Sheffield and Leeds District—Change of Address ... ..	(b) A.F.O. 417/37.
2032	National Health, Pensions and Unemployment Insurance Acts—Position of Employees over 65 Years of Age ... ..	
2033	Oil Fuel—Supplies on Repayment Outside Normal Working Hours (Dockyards and R.F.A.s). ... ..	
2034	Dockyard Expense Accounts—Supplies to Offices and Residences brought to Account in the Fleet, Port and National Account ... ..	
2035	Dockyard Cost Accounts—Oncosts on Charges against Vote 8 by other Votes ... ..	(c) B.R. 674.
2036	W/T Motor Alternators—Patterns 7100 and 7104— Repair—REPORT ... ..	
2037	Steel Sections and Steel and Iron Boltstaves—Method of Securing for Shipment ... ..	
2038	Cruisers, "Southampton" Class—1935 Programme— Fitting as Flagships ... ..	
2040	Air Officers Commanding, Home Commands—Change of Title ... ..	(a)
2041	Naval Observers and Observers' Mates—Courses ... ..	
2043	Advancement to Acting Petty Officer—Sea-going Quali- fication and Recommendation for Advancement ... ..	
2044	Travelling Concessions—Retired Officers Re-employed, and their Wives and Families ... ..	
2045	Sports—R.N. and R.M. Sports Control Board—Donations	(d)
2046	Sports—R.N. and R.M. Lawn Tennis Association— Results of Championships ... ..	
2047	Guns, Q.F., 2-pdr., Inner and Outer, Mark VIII, Lock, Mark I—Fitting of Mark II Main Spring and Modification of Mark I Main Spring Cap to suit ... ..	
2048	Guns, Machine, Vickers, .5 in., Mark III. New Design of Cleaning Rod (Mark III) and Conversion of Existing (Mark II) Rods ... ..	
2049	Gun-Sighting Telescopes, Binocular and Monocular Sight-Testing Telescopes and O.L.O. Periscopes—Issue	(b) A.F.O. 939/37.
2050	Gun Mountings—4-in. H.A. Recoil Systems ... ..	
2051	Gun Mountings—Canvas Covers for Transferable Gun Mountings in Ships being prepared for Reserve and Maintenance Reserve ... ..	
2052	Candles, Smoke, Yellow, Mark III M—Failures ... ..	
2053	Float, Smoke, Navigation, 13 lb., Mark I ... ..	(b) A.F.O. 1603/37.
2054	Missfires—Intervals to be allowed ... ..	
2055	Torpedo Loading Gear ("Swordfish" Class Submarines)	
2056	Torpedo Tubes Fitted with Top Stops—Precautions (T.R. IV and IV*, Q.R. VII, VIII and VIII* and P.R. I Mountings) ... ..	
2057	First Minesweeping Flotilla—Issue of Additional Cutters for Trial—REPORT ... ..	(c) O.U.s. 5493, 5496 and 5497. (c) B.R. 366.

A.F.O.	Subject.	Disposal.
1936	( <i>contd.</i> ).	
2061	Torpedo Stores—Increased Allowance for Cruisers armed with 21-in., Mark IX-IX* Torpedoes, for use with S.F.P. Torpedoes...	(c) C.B. 1876 D.
2063	Hydraulic Transmission Units—Preservation of Spare Units ...	(c) B.R. 16.
2064	Boiler Tubes ( <i>H.M.S. "Glorious"</i> ) ...	
2065	Heavy Oil Engine Exhaust Thermometers ...	
2066	Type 49—Provision of Additional Switches, Multiple Control, for Auto-starter, Pattern 7675, and Boards, Terminal, Pattern 8260a ( <i>"Faulknor," "Grenville"</i> and Destroyers of <i>"Greyhound"</i> Class, Fitted with Type 49) ...	
2067	Errata to Establishment List of Stores for Asdic Installations ...	(d)
2068	Surveying Vessels—Bunting for Marking Lead Lines ...	
2069	Lanterns, Signalling, Pattern 1038—Revised Allowances ( <i>Leaders and Destroyers</i> )... ..	
2070	Standard Strut Psychometers—Issue from Air Ministry Stocks ...	
2071	Lubricators—Additions, etc., to the Rate Book of Naval Stores ...	
2072	Domestic Automatic Refrigerators—Supply to Ships ...	
2073	Victualling Arrangements on Easter Monday and Boxing Day ...	(c) K.R. & A.I.
2074	Aprons, Waterproof, for Loan Issue to Cook Ratings ...	(c) B.R. 93.
2075	B.R. 888 (1)—Issue ...	
2076	Form O.6—Ammunition Labels ...	
2077	Form S.255—Quarter Bill—Amendments ( <i>"Ajax," "Achilles," "Leander," "Orion," "Neptune," "Apollo," "Amphion," "Arethusa," "Galatea," "Penelope"</i> ) ...	(d)
2078	Forms S.419, S.420, S.421 (N), S.421 (R), S.421 (B), S.422 (N), S.422 (R), S.422 (B) and S.423—Institution. S.1158—Cancellation ...	
2079	Form S.543—Drafting Book and Tobacco Permit—Revision ...	
2082	Civilian Staffs—Vacancies ...	(a)
2083	Examination for Situations as Shorthand-Typist ...	
2084	Breech Mechanism, Q.F., 4-in., Mark IV Guns, Lever, Cocking, Mark II—Repair to Surface Engaging Crank ...	(d)
2085	M.T. Vehicles—Amendment of R.N. Numbers ...	(c) B.R. 878.
2086	Fleet Air Arm Reserve Aircraft—Equipment for Service Director of Victualling—Appointment ...	(d)
2088	Promotion Examination for Rank of Surgeon-Commander—Result ...	(a)
2089	Airmen Punished under Naval Discipline Act—Service Conduct Sheet Entries ...	(d)
2092	Complements—Amendment ( <i>"D" Class Cruisers</i> ) ...	(c) O.U. 6160.
2093	Sound Equipment and Films—Supply to the Royal Navy Sound Equipment and Films—Supply to the Royal Navy—Supply of Films ...	(b) A.F.O. 664/37.
2094	Lott Naval Trust Fund—Awards for Inventions ...	(b) A.F.O. 1870/37
2096	Sports—R.N. and R.M. Sports Control Board—Donation Guns, Q.F., 2-pdr., Mark II*—Lock, Percussion, Mark I—Modification to Head of Pin, Axis, Safety Catch ...	
2097	Fire Control—A.F.C. Tables, Mark V—Defect in Design for Concentration Purposes ( <i>Ships concerned</i> ) ...	(d)
2098	A.F.C. Tables, Mark V—Speed of Training Transmission when using Hand Tuning ...	
2099	Mountings, 4-in., Twin, Mark XIX—Packing Rings ...	(b) C.A.F.O. 2753/36.
2100	Gun Mountings, 2-pdr., Mark II**—Sights and Pedal-operated Firing Gear—Position as regards Fitting ...	(a)
2101	Rangefinders, 23-ft., F.M.3, on M.U. Mountings—Fitting of Two-speed Elevating Gear ( <i>"Norfolk"</i> and <i>"York"</i> Classes, and Dockyards) ...	(d)
2102	Rangefinders, 1-metre, F.T.27 ( <i>"Nelson," "Renown," "Glorious," "Rodney," "Cumberland," "Crusader"</i> ) ...	
2103		
2104		

A.F.O.	Subject.	Disposal.
1936—	(contd.).	
2105	Director Firing Gear—6-in. Secondary Armament Directors—Repositioning of the Firing Pistol—REPORTS ("Royal Oak," "Malaya," "Queen Elizabeth," "Valiant," "Warspite") ...	(a)
2106	Director Firing Gear—Types "G," "H" and "J" Gyro Director Sights and Mark II Henderson Gear—Fitting Staybrite Steel Rollers and Contact Plates—REPORTS ("Amazon," "Ambuscade," "Acasta," "Beagle," "Crusader," "Defender," "Eclipse," "Fearless" Classes; "Codrington," "Keith," "Kempenfelt," "Duncan," "Exmouth," "Faulknor," "Enchantress," "Leander," "Norfolk" and "York" Classes; Portsmouth Yard) ...	(b) C.A.F.O. 1824/37. (b) C.A.F.O. 2753/36. (d)
2107	Anti-aircraft Armaments—Increase ( <i>Ships concerned</i> ) ...	(b) C.A.F.O. 2753/36.
2108	Bomb Loading Equipments—F.A.A. ...	(d)
2109	Bombs and Pyrotechnics—Stowage ("Leander," "Neptune," and "Orion") ...	(d)
2110	Fleet Air Arm Camera Guns, G.22 ...	(b) A.F.O. 2596/36.
2112	Inclinometers, Type S.F.7 ...	(d)
2114	Tested Torpedoes in Destroyers—Introduction of Fortnightly Routine—REPORT ...	(c) O.U.s 5449 and 6251.
2117	Low Power Junction Boxes (with "Channel" Terminals) and Components, Patterns 60-132—Introduction of and Instructions regarding use ...	(d)
2118	Torpedo Stores—Adapters for holding Gyroscopes, St. No. T.66A—Introduction of ...	(c) C.B. 1876D.
2120	Mark VII Searchlight Projector—Position of Stops ...	(d)
2121	Boats' Compasses, Pattern 183—Increased Allowance ( <i>Capital Ships, Cruisers, Depot and Repair Ships</i> ) ...	
2123	Cancelled.	
2125	Modernisation of D/F Equipment ("Adventure" and "London," "Kent," "Norfolk," "York," "Leander," Modified "Leander" and "Arethusa" Class Cruisers) ...	(b) C.A.F.O. 1614/37.
2126	Long Life of Silica Valves ( <i>Malta W/T Station (Rinella)</i> ) ...	(d)
2127	Saudi-Arabian and Yemen Ensigns—Supply to Red Sea Sloops ...	
2128	Wallets and Flag Lockers for Submarines ("H" Class Submarines) ...	(b) A.F.O. 1672/37. (b) C.A.F.O. 319/37.
2129	Asdic Equipment in H.M. Ships—Half-yearly Report ...	
2131	Asdic and Hydrophone Charging Resistances in Submarines—Removal to a Position outside Asdic Cabinets ...	(b) C.A.F.O. 317/37. (b) C.A.F.O. 3037/36.
2132	Upper Deck Explosive Lockers ...	(d)
2135	Scribing Blocks and Surface Gauges—Amendment of Schedule 53 ...	
2137	Taut Wire Measuring Gear—Spare Spring ...	
2139	Reserve of Searchlight Projectors, Signalling Projectors, and Resistances, Patterns 8994 and 8995 ...	(c) O.U.s 6234 and 6270. (c) B.R. 93.
2140	Oilskin Clothing Condemned—Replacement ...	
2141	Provision Issuing Prices—Messing, Victualling, General Mess, Provision, etc., Allowances—Half-yearly Review ...	(a)
2142	Address Indicating Groups and Collective Call Signs ...	(b) A.F.O. 467/37.
2143	Mails—Requests for Diversion ...	(c) K.R. & A.I.
2145	B.R. 32/1935—King's Regulations and Admiralty Instructions, Volume II, 1935—Issue ...	(d)
2146	B.R. 169—Flying Signals—Revised Issue ...	
2147	Form D.137—Abolition ...	
2148	Form M.41A—Introduction ...	(a)
2149	Form O.45—Report of Proof of Shell Fuzes, and Gaines for Q.F., 4-in., Mark XVI Guns—Issue ...	
2150	O.U. 5408 (1)—Addendum No. 1 to O.U. 5408—Naval Magazine and Explosives Regulations—Issue ...	
2151	O.U. 6090 (K)—High Angle Trajectory Chart, O.C. 58 for Q.F., 4-in., Mark XVI Guns—Issue ...	(a)
2152	Form S.255—Quarter Bill—Amendments ("D" Class Cruisers) ...	(d)
2153	Form S.1148 (h)—Report on Failure of Gun Armament Material during Full Calibre Practice ...	(c) C.D. 1653.
2154	Civilian Staff Vacancy ...	(a)
2155	R.F.A. Bacchus II—S.S. Zealand ...	



A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> )	
2156	Breech Mechanism, Q.F., 4-in., Marks V and V*, and "A," Marks V and V* Guns—Lever, Cocking, Mark II—Repair to Surface Engaging Crank ...	(d)
2157	Boxes, Patterns 119, 575, etc., and Chests, Pattern 1216—Deletion from Rate Book ...	
2159	Zone of Promotion to Commander ...	(b) A.F.O. 2878/36.
2160	Royal Marine Police—Appointment of a Chief Inspector ...	(a)
2162	Leading Seamen Qualifying for Petty Officer ...	(c) K.R. & A.I.
2163	Artificer Apprentices—Recommendation of Candidates with Service Claims ...	(a)
2164	Life Assurance Scheme for Naval Officers—Application to Cadets and Midshipmen ...	(b) A.F.O. 2618/36.
2166	Pillion Passengers on Motor Cycles ...	(b) A.F.O. 1282/37.
2167	Sports—R.N. and R.M. Sports Control Board—Donation ...	(d)
2168	Sports—R.N. and R.M. Sports Control Board—Donation ...	
2169	Gun Mountings, 0·5-in., "M," Mark II*, Reg. Nos. 78 and 79, and 0·5-in., "M," Mark III, Reg. Nos., 16–47—Allocation ...	
2170	Gun Mountings—0·5-in., "M," Mark II*, Regd. Nos. 46 and beyond—Firing Gear—Modifications to prevent Fouling on Elevating Guns ...	
2172	Cartridges, Aiming, Rifle, 1-in., Percussion, made up with Eley's Cases ...	
2173	Cordite—Landing—Destruction ...	
2175	Torpedoes—Air Vessel Test ...	
2176	Torpedo Igniters, Mark X, Lot No. 776—Withdrawal...	
2177	Submarine Submerged Signal Ejectors—Modification to $\frac{1}{2}$ -in. Air Firing and Drain Valves—REPORTS ( <i>H.M. Submarines</i> ) ...	
2178	Lamp, Electric, Pattern 3—Deletion from Authorised List	
2179	W/T—Allocation of Panels 3KM. ...	(c) O.U. 5449.
2180	Wa/T Installations, Types 404 and 404A—Revised Establishment List of Stores ...	(d)
2182	Ladders for Hangars ("Wasp", "Malaya," "Cumberland," "Suffolk," "Repulse," "Newcastle," "Southampton") ...	
2183	Lamps, Pattern 3899, for 24-in. Searchlight Projectors—Allowance of Spares ( <i>H.M. Ships and Dockyards</i> ) ...	
2184	Mercurial Barometers—Supply of Spare Glasses ...	
2185	Red Hand Bottom Compositions—Alteration of Colour	
2186	Handcarts for Landing Parties—REPORTS ...	
2187	Lead-weighted Canvas Bags for Recyphering and Recoding Tables ...	
2188	White Tunic for Ratings not Dressed as Seamen ...	(c) B.R. 82.
2189	Naval Consumable Stores for F.A.A.—Value ( <i>H.M. Ships other than Aircraft Carriers</i> ) ...	(c) B.R. 4.
2190	Vice-Admiral, Malta—Correspondence for ...	(d)
2191	O.U. 5313—Bombardment Code—Issue of Amendment List No. 1 ...	(a)
2192	O.U. 6090(J)—Range Tables for 6-in., Mark XXII Guns:—No. 190, page 9A } dated June, 1936—Issue ...	
	No. 203, page 30A } ...	
2193	O.U. 6090 (K)—Star Shell Range and Fuze Table No. 391 for B.L., 4-in. Gun, Mark VII ...	(d)
2194	Admiralty Pattern S.S. 56—Book of Instructions for D/F Outfit LMI—Issue ...	
2194a	Civilian Staffs—Vacancy ...	(a)
2195	Bonus payable to Skilled Men in the London Area ...	(d)
2196	Guns, Q.F., 4·7-in., Mark IX*—Modification to Breech Ring to suit Mark XVIII Mountings ...	
2197	Insulated Bayonet Lampholders—Introduction and Purchase ...	
2199	C.B. Form U.2C (1935)—Correction No. 14 ...	§
2200	C.B. 01800 (27)—Amendment ...	
2201	C.B. 1791/33—Amendments ...	

A.F.O.	Subject.	Disposal.
1936	( <i>contd.</i> ).	
2202	C.B. 1801 (1931)—Amendment ... ..	
2203	C.B. 1803—Amendment ... ..	
2204	C.B. 1808—Amendment ... ..	
2205	C.B. 1809—Amendment ... ..	
2206	C.B. 1832 (1930)—Amendment ... ..	
2207	C.B. 1854—Amendment ... ..	
2208	C.B. 1864 (1932)—Amendment ... ..	
2209	C.B. 1897 (1934)—Amendment ... ..	
2210	C.B. 1898 (1934)—Amendment ... ..	
2211	C.B. 2211 (1934)—Amendment ... ..	
2212	C.B. 1900 (1932)—Amendment ... ..	
2213	C.B. 1930 (34)—Amendment ... ..	
2214	C.B. 1939 (35)—Amendment ... ..	
2215	C.B. 1941—Amendment ... ..	
2216	C.B. 1946—Amendment ... ..	
2217	Pamphlet—Instructions for the use of the Gunnery Recording Camera and Method of Analysis of Practices of Short Range H.A. Weapons—Amendment ...	
2218	B.R. 14—Drafting Regulations ... ..	
2219	B.R. 16—Engineering Manual ... ..	
2220	B.R. 61—R.F.R. Regulations ... ..	
2221	B.R. 64—Shore Signal and Shore Wireless Instructions	
2222	B.R. 65—R.N.V.R. Regulations ... ..	
2223	B.R. 93—Manual of Victualling ... ..	
2224	B.R. 153 (2)—Demolitions Drill Book ... ..	
2225	B.R. 154—Ammunition Pocket Book, 1935 ... ..	
2226	B.R. 669—Instructions for the Conduct of Cash Duties, 1932 ... ..	
2227	B.R. 672A—Expense Accounts Instructions, Repayment Services, 1926 ... ..	
2228	B.R. 674—Naval Store Duties Instructions ... ..	
2229	O.U. 5225—Home Dockyard Regulations, 1925 ...	§
2230	O.U. 5302/35—Mining Drill Book ... ..	
2231	O.U. 5416/32—Tables showing Particulars in regard to Naval Ordnance ... ..	
2232	O.U. 5424—Turret Gun Drill for 8-in., B.L. Guns, Marks VIII and VIII*, on Twin, Marks II and II* Mountings	
2233	O.U. 5426/32—Gun Drill for 2-pdr., Mark VIII Guns on "M," Mark V Mounting ... ..	
2234	O.U. 5428—Handbook of the Torpedo Gyroscope ...	
2235	O.U. 5429/31—Turret Gun Drill for 8-in., B.L. Guns, Marks VIII and VIII*, on Twin, Marks I and I* Mountings ... ..	
2236	O.U. 5449—Regulations for Maintenance of 21-in., Mark II Torpedoes ... ..	
2237	O.U. 5452—Regulations for the Maintenance of 24½-in., Mark I Torpedoes ... ..	
2238	O.U. 5463—Handbook on Ammunition ... ..	
2239	O.U. 6066 and O.U. 6066A—The Sight Manuals, Vols. I and II ... ..	
2240	O.U. 6090 (A) (1)/1935—Notes on Ballistics ... ..	
2241	O.U. 6090 (F)—Range Tables for B.L., 13·5-in. Guns...	
2242	O.U. 6090 (J)—Ballistics, Lists of Current Range Tables, Fuze Scales, etc. ... ..	
2243	O.U. 6178—Handbook of Signalling Equipment ...	
2244	O.U. 6251—Regulations for Maintenance of 21-in., Marks IX—IX* Torpedoes ... ..	
2245	O.U. 6270—Memorandum on Reserves of Naval Stores at Yards Abroad ... ..	
2246	Dockyard Cost Accounts—Memo. on Repayment Services D.A. 1737/29 (Revised 934/33) ... ..	
2247	Reports on Gunnery Practices ... ..	(c) C.B. 1877.
2248	20th Destroyer Flotilla becomes 1st Destroyer Flotilla ...	(d)
2249	Training of Ratings for Anti-aircraft Defence—Interim Scheme ... ..	(b) A.F.O. 1241/37.
2250	Addresses of Naval and Marine Officers ... ..	(c) K.R. & A.I.
2251	Officiating Ministers of Religion ... ..	(b) A.F.O. 128/37.

A.F.O.	Subject.	Disposal.
1936—	(contd.).	
2254	Bisley—R.N.R.A. and N.R.A. Meetings, 1936—Results	(d)
2255	Fire Control—Communications—Fitting Voicepipe between Rangefinder and Transmitting Station ( <i>Ships concerned</i> ) ... ..	
2258	High Angle Control System, Mark III—Log Height Transmission ("Ajaz," "Amphion," "Apollo," "Arethusa," "Galatea," "Coventry," "Woolwich," and <i>Dockyards</i> ) ... ..	(a)
2259	H.A.C.S. Tables—Target Speed Setting Gear ( <i>Ships and Gunnery Schools; Dockyards</i> ) ... ..	(d)
2260	H.A.C.S. III Table Equipments—Gyro Roll Corrector Units, Mark I—Supply and Fitting of Mechanical Zero Adjustment—REPORTS ("Apollo," "Arethusa," "Coventry" (2), "Galatea," and "Woolwich") ... ..	
2261	Transferable Mountings—Instructions for the Fitting of Cables and Voicepipes under the Mountings ( <i>Overseers and Dockyards concerned</i> ) ... ..	(b) A.F.O. 301/37.
2262	Fuze-setting Machines, Marks I and II—Modifications...	(a)
2263	U.D.3 Heightfinders—Illumination of Rangefinder Scale—Modification—REPORTS ... ..	(d)
2266	Torpedo Director Angle Table Boxes—Distribution ...	
2267	Torpedo Stores—Stands for use when Parting and Assembling Engines, 24½-in., St. No. T.159—Increased Allowance ("Rodney" and "Nelson") ... ..	(c) C.B. 1876D.
2268	Torpedo Stores—Tools Removing Gyro and Ballast Box Doors in A.B.s and Stern Gland Ring, St. No. T.310—Introduction ( <i>Depot Ships for Destroyers and Submarines</i> ) ... ..	
2269	Torpedoes and Stores—Pins, Taper, Collar on Pivot in Tail, St. No. 842—Replacement by Pins, St. No. 571, in Tails of 21-in., Marks VII–IX* Torpedoes ... ..	(d)
2270	Boiler Tubes ("Salamander" and "Niger") ... ..	
2271	"Zedmet" Packing for Fuel Spray Valves ( <i>H.M. Submarines</i> ) ... ..	(d)
2273	W/T—Gunnery W/T Compartments—Accommodation for Buzzer Operator ( <i>Capital Ships and Cruisers</i> ) ...	
2274	Asdic Installation, Type 123—Modification to Pedestal, A/S 19, Pattern 3352 ... ..	(d)
2276	Dan Buoy Equipment—Allowance ( <i>Flotilla Leaders and Destroyers</i> ) ... ..	
2277	Main Tank Vent Valves—Substitution of Tommy Bars for Ratchet Levers for Hand Operating ( <i>Submarines of the "Oberon" and later Classes</i> ) ... ..	(b) A.F.O. 1565/37.
2280	Royal Marine Police Forms—Establishment of ... ..	
2281	Form S.1477—Report of Non-sighting of Smoke Candle	(a)
2282	Diaries, etc., 1937—Issue ... ..	(d)
2283	Admiralty Administrative Whitley Council—Chairman	(a)
2284	Technical Assistant, Naval Store Department—Vacancies	
2285	Civilian Staffs—Vacancies ... ..	(a)
2287	Tithe Redemption Commission—Staff ... ..	
2288	Funeral of H.M. King George V—Presentation of Album	(a)
2289	Armistice Day—Ceremonial for Observance—Amendment No. 1 ... ..	(b) A.F.O. 352/35.
2291	Gilbert Blane Medal—Award ... ..	(a)
2292	Ogilvy Medal—Award for 1936 ... ..	
2293	Short Service Medical Officers—Transfer to Permanent List ... ..	(d)
2294	Long Signal Course—Officers Selected ... ..	(a)
2295	Training of Naval and Paymaster Cadets in Torpedo ...	(b) A.F.O. 658/37.
2296	Able Seamen—Drafting and Advancement to Rating ...	(b) A.F.O. 2614/36.
2297	Training and Accommodation of Boys, A.B.s, etc., during the Period of Expansion ... ..	(d)
2298	Seaman Boys Trained in H.M.S. "Royal Sovereign"—Continuation of Training in the Fleet ... ..	(b) A.F.O. 1586/37.
2300	Complements—Amendments ( <i>Cruisers, etc.</i> ) ... ..	(c) Mobilisation Return No.1.
2301	Equipment Allowance, R.M. Officers ... ..	(b) A.F.O. 132/37.
2302	Life Assurance—Special Facilities for R.N. and R.M. Warrant Officers ... ..	(b) A.F.O. 1054/37.

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
2303	Admiralty Surgeon and Agent ( <i>Birmingham</i> ) ... ..	(c) Navy List.
2304	Admiralty Surgeon and Agent ( <i>Whitby</i> ) ... ..	
2305	R.N.R. Certificates (Forms R.V.2) ... ..	(d)
2306	H.M.S. "Renown"—Balance of Canteen Fund—Disposal	
2307	Sports—R.N. and R.M. Hockey Association—Annual Committee Meeting ... ..	(a)
2308	Sports—R.N. and R.M. Sports Control Board—Donations	(d)
2309	Sports—R.N. and R.M. Sports Control Board—Donations	
2310	Sports—Swimming Championships, 1936 ... ..	
2312	H.A.C.S., Marks I, I*, IC, I*C, II and III Calculating Tables—"As fitted" Drawings—Modification ( <i>Home and Foreign Yards</i> ) ... ..	
2313	Catapults, Aircraft—Block, Breech, Mark I—Modification to Trigger to suit the Firing Mechanism on Catapult, Aircraft, Type D.II.H ... ..	(d)
2314	Binoculars, Prismatic, 7-power, Patterns 1900, 1900A, 1907, 1907A, 1908, 1948, and 1949—Types and Characteristics ... ..	
2315	Deflection Calculators—Modification ... ..	
2316	Bombs and Pyrotechnics—Stowage of ("London" and "Dorsetshire" <i>Classes and Dockyards</i> ) ... ..	
2319	Above-water Torpedo Tubes—E.P. Firing Reservoirs—(D.R. II–IV, T.R. I–III, Q.R. I–IV and VI)—Examinations ... ..	(c) O.U.s 5457 and 5454.
2323	Torpedo Stores—Spanners, St. No. 161B—Transfer of from S.F.P. Chests for 21-in., IX–IX* Torpedoes to outfit Chests for 21-in., IX–IX* Torpedoes ... ..	(c) C.B. 1876D.
2324	Torpedo Appropriations (after Reconstruction) ( <i>H.M. Ships "Royal Oak," "Resolution," "Revenge"</i> ) ... ..	(c) C.B. 1771.
2325	Shell and Cordite Hoists—Modified Electrical Supply Arrangements ( <i>H.M. Ships "Leander," "Neptune," "Orion" and "Achilles"</i> ) ... ..	(d)
2326	Gyro Compasses—Motors, Sperry Type, Pattern 1730—Allowance ... ..	(d)
2327	W/T, Type 53—Cell Accumulator, Pattern 6706—REPORT ... ..	(b) A.F.O. 1153/37.
2328	W/T, Type 53—Send-Receive Switch—REPORT ... ..	
2329	Coronation Ceremonies in 1937—Stores for Decoration and Illumination Purposes ... ..	
2330	New Type 14-ft. Dinghies—Trial ... ..	
2331	Lifting Blocks for "Triton" Class Submarines, 1935 Programme and later—Allowances ... ..	(d)
2332	Electric Vacuum Cleaners—Supply ... ..	
2333	Medical Stores for Service Afloat ... ..	
2334	Fresh Pork—Supply ... ..	
2335	B.R. 877—Rail Transport Instructions—(N.S. 6524/32)	(c) B.R. 877.
2336	Form S.1148(d)—Analysis of Aircraft Observation ... ..	(c) C.B. 1877.
2337	Private Radio-telegrams from H.M. Ships—Charges ... ..	
2338	Petrol Regulations—R.F.A.s fitted for carrying Petrol in bulk ... ..	(d)
2339	B.R. 454—Notes on Navigation—Issue ... ..	(a)
2340	Form O.6—Ammunition Labels ... ..	(d)
2341	O.U. 6090 (F)—Range Table No. 51, for 13.5 in. B.L. Guns—Revised Page 6, dated July, 1936—Issue ... ..	(a)
2342	O.U. 6118—War Vessels' Silhouette Identification Book	
2343	Form S.594—Abolition ... ..	(d)
2344	Civilian Staffs—Vacancies ... ..	(a)
2345	Junior Chart Depot Assistants, Unestablished, Hydrographic Department—Consolidated Scale of Salary...	
2347	Ships to be Built by Contract under 1935 Programme—Supply of Naval Stores ... ..	(d)
2348	Blake's Stoppers and Screw Stoppers (one-third test)—Disposal of Surplus Stocks ... ..	(a)
2349	Oil Fuel supplied to Vessels of Dominion Navies—Waiving of Overtime Charges ... ..	
2350	Form D.390e—Cancellation ... ..	(d)

A.F.O.	Subject.	Disposal.
<b>1936</b>	( <i>contd.</i> ).	
2351	Form D.1025—Introduction ... ..	(a)
2352	Marriage Allowance—Men on 1925 Scale of Pay ...	(c) K.R. & A.I.
2353	Foreign National Anniversaries and Festivals—Amendment No. 2 ... ..	(b) C.A.F.O. 475/35.
2355	Special Entry of Naval Cadets—Amendment of Entry Regulations, 1937—Numbers to be Entered ...	(d)
2357	Re-introduction of Normal Course for Candidates for L.T.O. ... ..	
2360	Officiating Ministers of Religion—Changes of Addresses	(b) A.F.O. 128/37.
2361	Admiralty Surgeon and Agent ( <i>Silsden</i> ) ... ..	(c) Navy List.
2362	Naval Salvage Money—Distribution ... ..	(d)
2363	Sports—R.N. and R.M. Rugby Union—Minutes of Committee Meeting held on 7th September, 1936 ...	
2365	Gun Mountings, 4-in., C.P., Mark II Mountings—Provision of Clearance in Breech Ring Bracket carrying Spring Case ... ..	(b) A.F.O. 148/37.
2366	High Angle Control System, Mark III—15-ft., U.D.4 Heightfinders—Lining up position for I/R Receiver Motor—REPORTS ... ..	(d)
2367	Director Firing Gear—Issue of Pattern G.355 and G.355* Monocular Prismatic Telescopes for Layer and Trainer at Director Sights—REPORTS ... ..	(b) A.F.O. 2754/36.
2369	Analysis of Close Range A.A. Practices at Sea ... ..	(d)
2370	Fuze Key, No. 125, Mark I—Modification ... ..	
2371	Inclinometers, S.F., Mark VII—Fitting ("D" <i>Cruisers</i> ) ... ..	(b) C.A.F.O. 1081/36.
2372	Torpedo Stores—Springs, N.R.V. Fuel and Water Combined, Small, St. No. 874—Withdrawal from 21-in., Marks VIII—VIII*, Spare Gear, etc., Chests ...	(d)
2373	Elements, Patterns 4045, 4046 and 4047, for A.B.C. Control System—Stocks ... ..	
2374	Gyro-Compass—Rotor Casing Vacuum ... ..	(d)
2375	New Trawlers—Anchor and Chain Cable Equipment—REPORTS ... ..	
2376	Oil Fuel Fittings—Amendment of Descriptions, etc. ...	(d)
2378	W/T—Fitting of 34HY in "Scout," "Thanet" and "Tenedos" ... ..	
2379	Resistance Measuring Instruments—Introduction of New Types and Revision of Allowances to H.M. Ships ...	(b) A.F.O. 464/37.
2381	Breathing Apparatus—Modification to Air Chamber ...	
2382	Rods, Measuring, for use with Cooks' Tubs, 40 gallons	(d)
2384	Contracts for Pasteurised Milk ... ..	(a)
2385	B.R. 37—Alteration of Contents of Envelope ... ..	
2386	B.R. 129 (3)—6th Edition—Issue ... ..	(d)
2387	O.U. 5487—Drill for 2-pdr., Mark VIII Guns, on "M" Mark VII Mounting—Issue ... ..	
2388	O.U. 5488—Turret Gun Drill for 6-in., B.L. Guns, Mark XXIII, on Triple, Mark XXII Mounting—Issue ...	(d)
2389	Form S.316—Half Yearly Electrical Report—Amendment ... ..	
2390	Breech Mechanism, Q.F., 4-in., Marks V and V*, and "A" Marks V and V* Guns—Levers, Extractor—Repair by Fitting Hook Lip Plate, and Heel Plate ...	(b) A.F.O. 1858/37.
2391	New 60-ton Steel Dumb Lighters for the Armament Supply Department ... ..	
2392	Electrodes—Authorised Types ... ..	(d)
2393	National Rat Week, 1936 ... ..	(c) O.U. 5225.
2394	Workpeople Transferred Abroad—Leave on Arrival ...	(c) C.B. 1877.
2395	A.A. Practice Firings—Analysis ... ..	(d)
2396	Board of Admiralty—Appointment ... ..	(a)
2397	Ronald Megaw Memorial Prize—Award for 1935–36 ...	(c) Navy List Appendix.
2398	Parkes Memorial Prize, 1936 ... ..	
2399	Staff Course, 1937—Officers Selected—Additions ...	(c) K.R. & A.I.
2400	Long A/S Course, 1937—Officers Selected ... ..	
2401	Engine Room Artificers, Fourth Class ... ..	(c) Navy List.
2402	Admiralty Surgeon and Agent ( <i>Gloucester</i> ) ... ..	(c) B.R. 161 (2).
2403	Annual Musketry Course—Revision ... ..	

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
2404	R.N.R. Officers—Status of "Qualified Officer" ...	(c) B.R. 62.
2405	Representation of the People Acts—Notification of Discharges on Form S.1335b ...	(d)
2406	Sports—R.N. and R.M. Sports Control Board—Donation	
2407	H.A. Control for Ships Mounting one Long Range H.A. Gun on a Broadside—Peace Restrictions ...	(c) C.B. 3028.
2408	H.A.C.S. Tables, Mark III—Clearance for Cables of Roll Transmitter ("Ajax," "Apollo," "Arethusa," "Galatea," "Coventry" and "Woolwich" ...	(d)
2409	Gun Mountings—German War Trophies—105 m/m Guns and Mountings ...	
2410	Guns—2-pdr. Ammunition in Webbing Belts ...	
2411	Director Firing System—Seats in Control Towers—REPORTS ...	(a)
2412	Director Firing Gear—Type "D," Mark IV and V Training Receivers—Provision of Drain Plugs in the Rear Covers of the Receivers—REPORTS ("Eclipse" and "Fearless" Class Destroyers) ...	(d)
2413	Cartridges, Signal, 1-in., Green, Mark VI*, Lot 100, R.L. 1.34—Withdrawal ...	(b) C.A.F.O. 2899/36.
2414	Cordite—Landing—Destruction ...	(a)
2415	Gunnery Record and Lewis Gun Cameras—Drying Drums for Films ...	(d)
2416	Submarine Smoke Candles—Failures ...	(b) C.A.F.O. 2899/36.
2417	Binoculars, Pattern 1904, for use in H.A.C.S. Director Towers—Issue of New Colour Filters—Modifications ( <i>Ships and Dockyards concerned</i> ) ...	(a)
2418	Torpedoes, 21-in., Mark IX-IX*, and 21-in., II-II****, J.S.F.P. Air Levers—Adjustment of Height ...	(d)
2419	Torpedo Appropriation ( <i>H.M.S. "Thracian"</i> ) ...	(b) C.A.F.O. 2012/36.
2420	Moulded Rubber Strips—Addition to Authorised List of Naval Stores ...	(c) C.B. 1771.
2421	Main Engines—Blast Air Fine Adjustment Valve ( <i>Submarine of "Swordfish" Class, except "Sunfish"</i> ) ...	
2424	Firebricks of "Wildish" Pattern—Adoption of	
2427	W/T Transmitting Sets, Types 43, 43A and 43C—Revised Establishment List of Stores ...	(d)
2429	A/S—Transport Boxes for "Fitted" Oscillators—Insertion in the Establishment Lists of Stores for Asdic Installations ...	
2430	Pressure Hull Plating in Wake of Anchors ( <i>Submarines</i> )	(b) C.A.F.O. 2808/36.
2431	"Thomas" Aircraft Lifting Grabs—REPORT ...	(d)
2432	Chernikeeff Logs—Breaking of Contact Springs	(b) A.F.O. 399/37.
2433	Signal Flags—First Outfit ( <i>Capital Ships, Aircraft Carriers, Cruisers, Flotilla Leaders and Destroyers</i> ) ...	(d)
2434	Glasses, Pattern 764, for use with High Current Density Searchlight Lamps—REPORT... ...	
2436	Empty Transport Boxes for W/T Transmitting Valves—Return to Store ...	(c) B.R. 4.
2437	B.R. 367—Anchors, Chain Cables, etc.—Addendum No. 1 ...	(d)
2438	O.U. 6090 (B)—Range Table No. 254, for 4.7-in., Q.F., Marks IX-IX* and XII Guns—Revised Page 1, dated August, 1936—Issue ...	
2439	O.U. 6090 (C)—Range Table No. 317, for B.L., 5.5-in., Mark I Guns—Revised Page 8, dated July, 1936—Issue ...	(a)
2440	Civilian Staffs—Vacancy ...	
2441	"S" Class and Temporary Clerks—Overtime ...	
2442	Casual Employees—Leave to undergo Military Training	(c) O.U. 5225.
2443	Motor Drivers—Smoking Outside Government Establishments ...	(c) O.U. 5225 and B.R. 878.
2444	52-ft. Steam Launch, No. 103, attached to the Armament Supply Dépôt, Malta—Naming ...	(d)
2445	Serrated Minesweeping Wires—Tests ...	(b) A.F.O. 1690/37.
2446	Bracket Support and Collar for Semaphores, Pattern 1386	(d)

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
2447	C.B. Form U.2C (1935)—Correction No. 15 ... ..	
2448	C.B. Form U.2D (1931)—Amendments ... ..	
2449	C.B. 1813/32—Amendments ... ..	
2450	C.B. 1877—Amendments ... ..	
2451	C.B. 1948 (6)—Amendment ... ..	
2452	B.R. 16—Engineering Manual—Amendments ... ..	
2453	B.R. 61—R.F.R. Regulations—Amendments ... ..	
2454	B.R. 63—R.N.R. Regulations (Men)—Amendments ... ..	
2455	B.R. 64—Instructions for the Royal Naval Shore Signal and Shore Wireless Services—Amendments ... ..	
2456	B.R. 65—R.N.V.R. Regulations—Amendments ... ..	
2457	B.R. 157/33—Naval Electrical Pocket Book—Amendments ... ..	
2458	B.R. 161 (2)—Addendum No. 2 to R.N. Handbook of Musketry and Pistol Practices for H.M. Fleet, 1923—Amendment ... ..	
2459	B.R. 669—Instructions for the Conduct of Cash Duties, 1932—Amendment ... ..	
2460	B.R. 677—Instructions for Royal Naval Hospitals and other Medical Establishments at Home and Abroad, 1927—Amendments ... ..	
2461	B.R. 697—Training Service Regulations—Amendment ... ..	
2462	O.U. 5225—Home Dockyard Regulations, 1925—Amendments ... ..	} §
2463	O.U. 5449—Regulations for the Maintenance of 21-in., Mark II Torpedoes—Amendments ... ..	
2464	O.U. 5450—Regulations for the Maintenance of 21-in., Mark IV*, S. and S.O. Torpedoes, etc.—Amendments ... ..	
2465	O.U. 5451—Regulations for Maintenance of 21-in., Mark VII Torpedoes—Amendments ... ..	
2466	O.U. 5453—Drill for 0.5-in. Guns on "M," Marks I, I* and II Mountings—Amendment ... ..	
2467	O.U. 5454—Maintenance of Above-water Torpedo Tubes (D.R. II-IV, T.R. I) ... ..	
2468	O.U. 5457—Maintenance of Above-water Torpedo Tubes (T.R. II-III, Q.R. I-IV, VI)—Amendments ... ..	
2469	O.U. 6090 (K)—Range Tables for 4-in. Guns—Amendments ... ..	
2470	O.U. 6146—Alteration of Title and New Chapter—Amendments ... ..	
2471	O.U. 6247—Regulations for Maintenance of 21-in., Mark VIII-VIII* Torpedoes—Amendment ... ..	
2472	O.U. 6251—Regulations for Maintenance of 21-in., Mark IX* Torpedoes—Amendments ... ..	
2473	O.U. 6270—Reserve of Naval Stores at Yards Aboard—Amendments ... ..	
2474	Foreign National Anniversaries and Festivals—Amendment No. 3 ... ..	
2475	Saluting Stations—British and Foreign Ports—Amendment No. 3 ... ..	
2476	Portland—Transfer of Long Range Firing Point to H.M.S. "Vernon" ... ..	} (d)
2478	Special Entry of Naval Cadets—Amendment of Entry Regulations, 1937—Numbers to be entered—Amendment ... ..	
2479	Physical and Recreational Training—Officers for Long Courses ... ..	
2480	Military and R.A.F. Officers in H.M. Ships—Messing ... ..	(a)
2481	Officiating Minister of Religion (Gosport) ... ..	(c) K.R. & A.I.
2482	Officiating Minister of Religion (Lowestoft) ... ..	} (b) A.F.O. 128/37.
2483	Admiralty Surgeon and Agent (Ayr) ... ..	
2484	Signal and Telegraphist Branches—Examinations ... ..	(c) Navy List.
2485	Extra Leave—Service in Aden Force during recent Emergency ... ..	(c) O.U. 6290/37.
2487	Dental Treatment—Reciprocal Arrangements between the Services ... ..	(b) A.F.O. 2833/36.
2488	Marriage Allowance—Maltese Ratings on 1925 Scale of Pay ... ..	(b) A.F.O. 2476/37.
		(c) K.R. & A.I.

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
2489	White Shoes—Inclusion in Compulsory Kits on Foreign Stations ... ..	(c) B.R. 82.
2490	Examinations of the Royal Society of Arts—Naval Ratings ... ..	(d)
2491	R.F.R.—Drills on Re-enrolment after Temporary Service in the Royal Navy or Royal Marines ... ..	(b) A.F.O. 2165/36.
2492	King George's Jubilee Trust ... ..	(a)
2493	Ships' Funds—Disposal ... ..	
2494	Gun Mountings, 4-in., H.A. III and IV—Modification to Oilway in Roller Axis Pins ... ..	
2495	Gun Mountings, 0.5-in., "M," Mark III—Allocation ... ..	
2496	Gun Mountings, 0.5-in., "M," Marks I, I*, II, II* and III Mountings—Increasing Speeds of Reloading Ammunition Drums—REPORTS ... ..	
2499	Rangefinders, 12-ft., F.Q. 17 on Mountings M.W. 7—Modifications to Mountings in order to Reduce Vibration—REPORTS ("Kent" and "London" Classes, Malta and Hong Kong Yards) ... ..	(d)
2502	Admiralty Fire Control Tables, Mark V—Leakage of Oil into Transmitting Station ("Amphion," "Ajax," "Arethusa," "Apollo," "Galatea," "Penelope" and Dockyards concerned) ... ..	
2504	18-in. Sperry Signalling Projectors—Allocation of Pattern Number of Lamps Fitted with Rapid Arc-striking Device ... ..	
2507	Flat, Flexible, Braided Copper Leads for Searchlight Lamps—Introduction of ... ..	
2510	W/T—Revised Establishment Lists of Stores ... ..	
2511	Fitting of Sponsons for 10-in. Signalling Projectors (Leaders and Destroyers concerned) ... ..	(b) A.F.O. 451/37.
2512	Robinson's Hooks—Fitting of Stop to Mousing Tumbler	
2514	Revised General Establishment List (W/T, etc.) ... ..	(d)
2515	Medical Stores for Service Afloat ... ..	
2516	Contracts for Overcoats and Class I, Class II, Class III Uniform Clothing ... ..	(b) A.F.O. 1313/37.
2517	Types for Marking Clothing—Issuing Price ... ..	(b) A.F.O. 2546/36.
2518	Ammunition Label N.213—Revision ... ..	(d)
2519	O.U. 6090 (B)—H.A. Range Table, No. 392, for Q.F., 4.7-in. Guns, Marks IX, IX* and XII—Issue ... ..	(a)
2520	Forms S.180, S.346, S.355 and S.356—Outstanding Returns for the Period ended 30th June, 1936—REPORT	(d)
2521	Writing Assistants, Shorthand Typists and Typists Employed at the Outports—Promotions to Departmental Clerical Class ... ..	(a)
2522	Clerical Classes of the Civil Service—Competitive Examination ... ..	
2523	Guns, B.L., 15-in., Mark I—Bushing of Holes for Breech End Safety Change-over Contacts, on Repair ... ..	(d)
2524	Clips for Pneumatic Hose Connections ... ..	
2525	Form D.88, Section B—Revision ... ..	
2528	Paymaster Cadets and Paymaster Midshipmen—Training and Progress—Form S.449 ... ..	(c) K.R. & A.I.
2529	Advanced Engineering Course—Award of Prize of £20	
2530	Royal Navy Medical Club ... ..	(a)
2531	Sports—Tickets for International, University and Service Rugby Matches, 1936-37 ... ..	
2532	Royal Australian Navy—Pay, etc., Arrangements and Conditions of Service ... ..	(b) A.F.O. 2873/36.
2533	Annual Breadmaking Competition—China Station, 1936	
2534	Sports—R.N. and R.M. Sports Control Board—Donation	
2537	Torpedoes—Appropriations—Increase in Reserve—Allowances ... ..	(d)
2538	Depth Charges—REPORTS ... ..	(c) O.U. 5320.
2540	Asdic Installations—Rounding of Forefoot ( <i>H.M. Ships fitted</i> ) ... ..	(b) C.A.F.O. 320/37.
2541	Sights, Bomb, Course Setting, Mark VII—Compass, Adjustable, Corrector, No. 2—Introduction ... ..	(d)



A.F.O.	Subject.	Disposal.
1936—	(contd.).	
2542	Boats' Slings—Mild Steel Tube Spreaders for 27-ft. Whalers and 30-ft. Gigs ... ..	(d)
2543	Handcarts for Landing Parties—Correction ... ..	
2544	Electric Reflector and Heater Panels—Reports due ( <i>H.M. Ships "Ajaz," "Arethusa," "Galatea," "Londonderry," "Kingfisher," "Speedwell," "Woolwich" and H.M.A.S. "Sydney"</i> ) ... ..	
2545	Submarines of the 1935 Programme—Classification for Storing Purposes ... ..	
2546	Types for Marking Clothing—Issuing Price ... ..	
2547	Rates of Customs Duty ... ..	(b) A.F.O. 1851/37.
2548	Form R. 31b—Abolition ... ..	(d)
2549	Civilian Staffs—Vacancy ... ..	(a)
2550	Vacancy—Technical Officer, Admiralty Technical Pool...	
2551	Asdic Apparatus—Purchase of Special Stores ... ..	(b) A.F.O. 525/37.
2552	Cocks, Schedule 14—Verification of Patterns ... ..	(d)
2553	Pattern VI Targets—Accounting Arrangements ... ..	(b) A.F.O. 1506/36.
2554	Aluminium Cans and Receivers for Fold-up Lavatories...	(d)
2555	Scammell Motive Units—Change of Oil in Engines ... ..	(c) B.R. 878.
2556	Income Tax Circular, 1936—37 ... ..	(b) A.F.O. 2141/37.
2557	Meteorological Organisation—General Employment in Fleets ... ..	(b) C.A.F.O. 1917/37.
2558	Rear-Admiral Commanding, 1st Cruiser Squadron—Transfer and Flag ... ..	(d)
2559	Evacuation of Refugees from Spain—Expressions of Appreciation to H.M. Ships ... ..	
2560	String Bands—Grants-in-Aid ... ..	(b) A.F.O. 535/37.
2561	Newman Memorial Prize—Award for 1935—36 ... ..	(a)
2562	Commander Egerton Memorial Prize—Award for 1936	
2563	Interpreter Examination, January, 1937 ... ..	
2565	Senior Officers' Courses and Staff Course, 1937 ... ..	
2566	Promotions to Acting Warrant Engineer—1st January, 1937 ... ..	(c) K.R. & A.I. (b) A.F.O. 128/37. (c) Navy List.
2567	Professional Examination for Leading Seaman—Anchor Work ... ..	
2568	Officiating Minister of Religion ( <i>Rosyth</i> ) ... ..	
2569	Admiralty Surgeon and Agent ( <i>Scarborough</i> ) ... ..	(d)
2571	Cutlasses—Use and Allowances ... ..	
2572	Canteens—Headquarters Naval Canteen Committee—Report of Proceedings at 56th Meeting ... ..	
2573	Sports—R.N. and R.M. Hockey Association—Minutes of Committee Meeting ... ..	
2574	Sports—R.N. and R.M. Lawn Tennis Association—Committee Meeting ... ..	(a)
2575	R.N. Accountant Officers' Dining Club—Annual Dinner	
2577	Gun Mountings, 4-in., H.A. III—Modifications required to Run-out Control on Conversion to H.A. III* and H.A. III** ... ..	(d)
2580	Illumination of Fire Control Instruments in Spotting Tops—REPORTS ( <i>"Royal Sovereign" Class, "Malaya," "Hood," "Repulse," "Emerald," and "D" Class Cruisers</i> ) ... ..	
2582	2-pdr. Ammunition in Articulated Links ... ..	
2584	Fuze Key, No. 125, Mark I—Modification ... ..	
2585	Hack Watches—Change of Designation ... ..	(d)
2587	Boiler Lighting-up Torch ... ..	
2588	W/T—Supply of Marconi R/T Sets ( <i>Fishery Protection Ships</i> ) ... ..	(a)
2589	Revised Allowances of White Ensigns and Unions ( <i>Capital Ships, Aircraft Carriers and Cruisers</i> ) ... ..	
2591	Stowage of 2-pdr. Sub-calibre Guns ... ..	
2592	Pulling and Sailing Boats—Supply to Ships completing during 1936 ... ..	
2593	Anti-dimming Compound—Introduction of "Clearglass"	(d)
2594	Fire Extinguishers in Submarines—Allowance ... ..	
2595	Grindstones—Allowances ... ..	
2596	Fleet Air Arm Camera Guns—Front and Rear Type ... ..	

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
2597	Copper Wire, Double Silk Covered—Sizes of Reels on which supplied ... ..	(d)
2598	Contract for Margarine ... ..	(b) A.F.O. 910/37.
2599	B.R. 359—Establishment of Naval Stores for Electrical and Torpedo Purposes—Errata No. 2 ... ..	
2600	Form D.595—Yard Craft Account—Reprint Form D.597—Abolition... ..	(d)
2602	O.U. 6090 (E)—Q.F., 2-pdr., Mark VIII Guns—High Angle Trajectory Chart, O.C. Diagram, No. 59—Issue ... ..	
2603	Form S.1148 (b)—Revision ... ..	(a)
2604	Civilian Staffs—Vacancy ... ..	
2605	45-ft. Motor Boat, No. 3522, attached to the Royal Naval Armament Depot, Hong Kong—Naming ... ..	(d)
2606	Sports—R.N. and R.M. Squash Rackets Championships ... ..	(a)
2608	Signalling between H.M. Ships and British Merchant Vessels—Quarter ended 30th June, 1936 ... ..	(d)
2609	The Gilbert Blane Medal for Medical Officers, 1937—REPORT ... ..	(c) Navy List.
2610	Admiralty Surgeon and Agent ( <i>Newbiggin-by-Sea</i> ) ... ..	
2611	Examination for Rank of Warrant Electrician—March, 1937 ... ..	(a)
2612	Warrant Writer—Examination Results, July, 1936 ... ..	
2613	Warrant Supply Officer—Examination Results, July, 1936 ... ..	
2614	Ordinary Seamen—Advancement to Able Seamen. Able Seamen—Drafting to Courses for Non-substantive Rating ... ..	(c) K.R. & A.I. and A.F.O. 2744/36.
2615	V/S and W/T Courses ... ..	(d)
2616	Weekly Reports by Naval Health Officers ... ..	
2617	Armistice Day—Wearing of Poppies ... ..	(a)
2618	Life Assurance Scheme for Naval Officers—Application to Cadets and Midshipmen ... ..	(b) A.F.O. 1054/37.
2621	Naval Canteens—Arrangements for 57th Meeting of the Headquarters Naval Canteen Committee ... ..	(a)
2622	R.N. and R.M. Officers' Civil Employment Committee—Fifth Annual Report ... ..	(d)
2623	Sports—R.N. and R.M. Sports Control Board—Donation ... ..	
2624	Sports—R.N. and R.M. Athletic Association—R.N. and R.M. Swimming Association—Committee Meetings ... ..	(a)
2625	Sports—R.N. and R.M. Cricket Club ... ..	
2626	Fire Control Communications—Modifications to Voice-pipes at Captain's Sight ... ..	(d)
2627	6-in., Mark XXI and XXII Mountings—Tilting Bucket at the Bottom of the Shell Hoist on the Revolving Structure ... ..	(c) O.U. 5488.
2628	2-pdr. Sub-calibre Guns, 1-in. Aiming Rifles and 303-in. Aiming Rifles—Allowances ... ..	(b) A.F.O. 1065/37.
2629	Guns—Muzzle Velocity determined at Proof—Notation on Memorandum of Inspection ... ..	(d)
2630	Air Defence Position Look-out Sights ( <i>Portsmouth Dockyard</i> , " <i>Revenge</i> " and " <i>Resolution</i> ") ... ..	(b) C.A.F.O. 758/37.
2631	Fuze, Percussion, D.A., No. 241—Caps not to be Green Lacquered ... ..	
2632	Tubes, Vent, Percussion, 0.4-in., Mark VII, Lot No. 275 ... ..	
2633	Carbons for 44-in. Searchlight Projectors—Patterns to be used ... ..	
2634	Thermographs, Pattern 200A—Increased Allowance ... ..	
2637	Pitometer Logs—Provision and Fitting (" <i>Shropshire</i> " and " <i>Sussex</i> ") ... ..	(d)
2638	Boiler Tubes ( <i>H.M. Ships "Gallant" and "Grenade"</i> ) ... ..	
2639	Wa/T—Fitting of Loud Speaker adjacent to the Turret Trainer's Position (" <i>Kent</i> " and " <i>London</i> " <i>Classes</i> )... ..	
2640	Type 52 W/T Set—Prime Mover ... ..	
2643	Modification to Semaphores, Pattern 1387A (" <i>Kent</i> " <i>Class Cruisers</i> , ex " <i>Cumberland</i> ") ... ..	

A.F.O.	Subject.	Disposal.
1936	( <i>contd.</i> ).	
2644	Fitting of Mushroom Ventilators in existing Hatches above Galley ( <i>Leaders and Destroyers of post-war design except "A" and "B" Classes</i> ) ...	(d)
2645	Spare Gear—Items to be landed (" <i>Royal Sovereign</i> " and " <i>Queen Elizabeth</i> " <i>Classes</i> , " <i>Renown</i> " and " <i>Repulse</i> ") ...	
2646	Change-over Switches and "On" and "Off" Switches—Modifications ...	
2647	Bushes, Rubber, Pattern 4467—Transfer from Schedule C.710 to Schedule C.578... ..	
2648	Admiralty Engineer Overseer's Office at Works of Messrs. Wm. Beardmore & Co., Ltd., Dalmuir—Closing of, etc.	
2649	Admiralty Engineer Overseer, Midland District—Change of Appointment ... ..	
2650	Examination Service Steamers—Books of Reference, etc.	(c) C.B. 1855.
2651	Forms 1245B, S.1233b, S.1233C—Revision and Reprint	(c) K.R. & A.I.
2652	Civilian Staffs—Vacancy ... ..	(a)
2653	Submarine Allowance—Officers Employed on Inspection, Research, Design, and Experimental Ordnance Duties, etc. ... ..	(c) B.R. 669.
2654	Royal Fleet Auxiliaries—Spare Gear held for—REPORTS	(c) B.R. 674.
2655	Bearing Plates—Introduction of New Pattern for Shore Signal Stations, and Port War Stations ...	(d)
2656	Handles, Chest—Sealed Patterns ... ..	
2657	Electrodes—Authorised Types ... ..	(b) A.F.O. 1858/37.
2658	Tugs and Yard Craft—Accounting for Wages of Crews...	
2659	New Construction Programme, 1936—Names, etc., of Ships ... ..	(d)
2660	Zones of Promotion ... ..	(b) A.F.O. 2878/36.
2661	Officiating Minister of Religion (Madeira) ... ..	(b) A.F.O. 128/37.
2662	Re-engagement after Completing Time for Pension—Conditions and Special Bonus ... ..	(b) A.F.O. 2745/36.
2663	Navy, Army and Air Force Institutes—Home Ports—Lower Deck Representative at Headquarters ...	
2664	Sports—R.N. and R.M. Sports Control Board—Donation	(d)
2665	Annual Royal Naval Staff College Dinner at the Royal Naval College, Greenwich ... ..	
2666	Director Firing Gear—Replacement of existing Secondary Armament Directors by Double Cam Directors (" <i>Royal Sovereign</i> " <i>Class</i> , " <i>Barham</i> ," " <i>Malaya</i> ," " <i>Warspite</i> ," and <i>Dockyards</i> concerned) ...	(a)
2667	Director Firing Gear—Illumination of "A" Type Training and Elevation Receivers ... ..	(d)
2668	Rangefinders Fitted in D.C.T.s of Cruisers—Window Cleaning Gear—REPORTS ( <i>Ships concerned</i> ) ...	
2669	Cordite—Operated Catapults, S.I.T., S.II.T. and S.III.L.—Provisional Drill—Amendment ... ..	
2671	Cordite—Landing—Destruction ... ..	
2673	Torpedo Stores—Extractors Removing Charging Valve Cap, St. No. T.144A—Introduction of (" <i>Oberon</i> ," " <i>Odin</i> " and <i>Later Classes of Submarines</i> ) ... ..	(c) C.B. 1876 D.
2674	Aircraft Inspection Platforms for Catapults S.II.L., S.III.L., E.II.H., and E.III.H. ... ..	(d)
2676	Subhead F.I.C—"Avometer" Portable Testing Set—Introduction. ( <i>All Ships and Shore W/T Stations Equipped with A.C. Supply Outfits for W/T Purposes</i> )	
2677	Nomenclature of Aircraft—Walrus. Existing "Walrus" Aeroplanes, fitted with Pegasus II M.2 Engine, named Walrus I. "Walrus" Aeroplanes fitted with Pegasus VI Engines, named Walrus II ... ..	(b) A.F.O. 573/37.
2678	McLuckie Portable Gas Detectors—Supply ( <i>Submarine Depot Ships and H.M. Dockyards</i> ) ... ..	(d)
2680	Painting of H.M. Ships in Time of Peace—Standardisation of Colours—REPORTS ... ..	
2683	Personnel of Royal Australian Navy Admitted to Sick List in H.M. Ships—REPORTS ... ..	(c) K.R. & A.I.
2684	C.B. 01913 (1)/1933—Supersession ... ..	(d)
2685	Form O.123—Report of Inspection of Mines, Depth Charges, etc. ... ..	

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
2686	O.U. 5313—Revised Edition—Issue ... ..	(b) A.F.O. 122/37.
2687	O.U. 5391/1936—Naval Call Signs No. 4—Issue ... ..	
2688	New Forms S.347 and D.500—Turning Trials of H.M. Ships ... ..	(d)
2689	Forms S.1168, S.1169 and S.1179—Revised Establishment ... ..	
2690	Civilian Staffs—Vacancy ... ..	(a)
2691	Clerical Classes of the Civil Service—Competitive Examination ... ..	
2692	Casual Employees—Record of Service ... ..	(d)
2694	C.B. Form U.2C (1935)—Correction No. 16 ... ..	
2695	C.B. Form U.2D (1931)—Amendments ... ..	
2696	C.B. 1791/33—Amendments ... ..	
2697	C.B. 1877—Amendments ... ..	
2698	C.B. 1917—Amendments ... ..	
2699	C.B. 1935—Amendments ... ..	
2700	C.B. 1948 (6)—Amendments ... ..	
2701	C.B. 3028—Amendment ... ..	
2702	B.R. 14—Drafting Regulations—Amendments ... ..	
2703	B.R. 62—R.N.R. Regulations (Officers), 1932—Amendments ... ..	
2704	B.R. 63—R.N.R. Regulations (Men)—Amendments ... ..	
2705	B.R. 64—Shore Signal and Shore Wireless Instructions—Amendments ... ..	
2706	B.R. 65—R.N.V.R. Regulations—Amendments ... ..	
2707	B.R. 77—Stokers' Manual, 1927—Amendment ... ..	
2708	B.R. 83—Foreign Ports—Procedure in connection with notification of visits of H.M. Ships—Amendment ... ..	
2709	B.R. 154—Ammunition Pocket Book, 1935—Amendment ... ..	
2710	B.R. 206/1933—Drill for 3-in. Q.F. Guns on H.A. Mountings—Amendments ... ..	
2711	B.R. 214 (late O.U.5422/34)—Drill for 4·7-in. Q.F., Marks IX and IX* Guns on C.P. XIV and XVII Mountings—Amendments ... ..	
2712	B.R. 224—The Gunnery Pocket Book—Amendments ... ..	
2713	B.R. 225—Gun Mounting Store Duties Instructions—Amendment ... ..	
2714	B.R. 669—Instructions for the conduct of Cash Duties, 1932—Amendment ... ..	§
2715	B.R. 674—Naval Store Duties Instructions—Amendments ... ..	
2716	B.R. 877—Rail Transport Instructions—Amendments ... ..	
2717	O.U. 5225—Home Dockyard Regulations, 1925—Amendments ... ..	
2718	O.U. 5225 (2)—Home Dockyard Regulations—Addendum No. 2 (1934)—Amendment ... ..	
2719	O.U. 5242 (2)—Addendum No. 2—Handbook for Naval Rangefinders and Mountings—Amendment ... ..	
2720	O.U. 5420/36—Rate Book of Victualling and Royal Marine Stores—Amendments ... ..	
2721	O.U. 5427—Defence against Gas—Amendments ... ..	
2722	O.U. 5435/31—Drill for 4·7-in. Q.F., Mark IX* Gun on C.P. (S) XVI Mounting—Amendments ... ..	
2723	O.U. 5439—Instructions for Guidance of Ordnance Artificers in Care and Maintenance of 8-in., Marks I and I* Mountings—Amendment ... ..	
2724	O.U. 5456/33—Turret Gun Drill for 6-in., B.L. Guns, Mark XXIII, on Twin, Mark XXI Mounting—Amendments ... ..	
2725	O.U. 5463/35—Handbook on Ammunition—Amendment ... ..	
2726	O.U. 5488/36—Turret Gun Drill for 6-in. B.L. Guns, Mark XXIII, on Triple, Mark XXII Mounting—Amendment ... ..	
2727	O.U. 6066A—Sight Manual, Vol. II—Amendments ... ..	
2728	O.U. 6090 (B)—Range Tables for 4·7 Guns—Amendments ... ..	
2729	O.U. 6090(K)—Range Tables for 4-in. Guns—Amendments ... ..	

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
2730	O.U. 6234—Reserves of Naval Stores to be maintained at Dockyards, etc., at Home—Amendments ...	§
2731	O.U. 6247—Regulations for Maintenance of 21-in., Mark VIII-VIII* Torpedoes—Amendment ...	
2732	O.U. 6252—Handbook for Mark XIV-XV Mines and Mark XIV Sinkers—Amendment ...	
2733	O.U. 6260—Handbook of the Mark XVI Mine Unit—Amendment ...	
2734	O.U. 6270—Memorandum on Reserves of Naval Stores at Naval Yards abroad—Amendments ...	
2735	O.U. 6280—Equipment of Naval Stores for Armed Merchant Cruisers, etc.—Amendment ...	(b) A.F.O. 2702/37.
2736	New Zealand Naval Forces—Increased Rates of Substantive Pay and Deferred Pay ...	
2737	Cruisers—Improved "Southampton" Class—Fitting as Flagships ...	(d)
2738	Aircraft in Catapult Ships—Operation and Maintenance—REPORTS ...	(a)
2740	Qualifying Examination for Paymaster Lieutenant-Commander, June, 1936—Results ...	
2741	Royal Marine Officers—Appointment of Probationary Lieutenants, R.M., to Ships as Supernumeraries ...	(d)
2742	Admiralty Surgeon and Agent ( <i>Leeds</i> ) ...	(c) Navy List.
2745	Re-engagement after completing Time for Pension—Conditions and Special Bonus ...	(b) A.F.O. 49/37.
2747	E.R.A.s—Drafting of ...	(b) A.F.O. 542/37.
2749	New Zealand Division "Interchange" Ratings—General Conditions ...	(b) A.F.O. 2702/37.
2750	Sports—R.N. and R.M. Sports Control Board—Donations	(d)
2751	Sports—R.N. and R.M. Lawn Tennis Association—Minutes of Committee Meeting ...	
2752	Air Defence Arrangements ( <i>Capital Ships, Cruisers of "E" and later Classes; Aircraft Carriers</i> ) ...	
2753	Anti-aircraft Armaments—Increase ( <i>Ships and Dockyards concerned</i> ) ...	
2754	Director Firing Gear—Issue of Pattern G.355 and G.355* Monocular Prismatic Telescopes for Layer and Trainer at Director Sight—REPORTS ( <i>H.M. Ships "Hood," "Repulse," "Royal Sovereign" Class, "Barham," "Malaya" and "Warspite," "Kent," "London," "Norfolk," "York," "Acasta" and "Beagle" Class and Dockyards concerned</i> ) ...	
2755	Gun Mountings, 0.5-in., "M," Marks I, I*, II, II*, and III Mountings—Increasing Speed of Reloading Ammunition Drums—REPORTS ...	(b) A.F.O. 1825/37.
2756	Catapults, Aircraft, Types E.I.H. and E.II.H—Chambers, Explosion—Increase in Allowances of Spare Packings, Joint, Cover, Cleaning Hole ...	(d)
2759	Cartridge Cases, Q.F., 4-in., V and V* Gun (F.A.) of "K" 1929 Manufacture—Withdrawal of certain lots	(c) Naval Proportion Book.
2760	Flexible Voicepiping—H.M.S. "Hardy" and Destroyers of "Hero" Class ( <i>Dockyards and Overseers concerned</i> )	
2761	Form O.6—Ammunition Labels ...	(d)
2763	Preservation of Torpedo and Warhead Shells—Trials of Tar/Scotch Oil Mixture ...	
2764	Portable Electric Hand Lamp Fittings in Submarines ( <i>Submarines, Depot Ships, etc., concerned</i> ) ...	
2766	Type 49—Provision of Switches, Multiple Control, for Auto-Starter, Pattern 7675 ( <i>H.M. Ships "Faulknor," "Grenville," and Destroyers of "Greyhound" Class, "Hardy," and Destroyers of "Hero" Class</i> ) ...	
2767	Defence against Gas—Decontamination Stores ( <i>Submarines and Depot Ships</i> ) ...	
2768	Standing Contract for Steel Balls—Revised Prices ...	(b) A.F.O. 956/37.
2770	Insulated Bushes and Washers for Sealing the Ends of Single Core Sheathed Rubber Insulated Cables—Introduction ...	(d)

A.F.O.	Subject.	Disposal.
1936—	(contd.).	
2772	Admiralty Engineer Overseer, Sheffield and Leeds District—Change of Appointment ... ..	(1)
2773	O.U. Books and Books of Reference—Prices ... ..	
2774	O.U. 6090 (B)—Range Tables, Nos. 232, 244, and 351, for Q.F., 4·7-in., Mark VIII Guns—Revised Pages, dated September, 1936—Issues ... ..	(a)
2775	Form S.309—Scrapping of Early Issues ... ..	(d)
2776	Guns, Q.F., 4-in., Marks V and V* and “A,” Marks V and V*—Repair to Bearing Surfaces of Breech Ring ... ..	
2777	Guns, Q.F., 2-pdr., Inner, Mark VIII, and Outer, Mark VIII, Lock, Mark I—Repair to Mark I Extractor Actuating Levers and Mark I Side Levers, by Fitting Separate Bents ... ..	
2778	Brushes for applying Hot Compositions—Introduction of Patterns C.284a and C.236a ... ..	(b) A.F.O. 1438/37.
2779	Service History Card—Establishment of ... ..	
2781	Armament Training Records—Certificates of Inspection ... ..	(d)
2782	R.A.F. Camp, Novar—Change of Name ... ..	
2783	R.A.F. Station, Singapore—Change of Title ... ..	(a)
2784	Palestine—Emergency Operations, 1936—Awards for Gallant and Distinguished Services ... ..	
2785	Long (N) Course, commencing 12th April, 1937—Selection of Officers ... ..	(c) K.R. & A.I.
2786	Long (T) Course, commencing 29th April, 1937—Selection of Officers ... ..	
2787	Special Service Ratings—Transfer to Continuous Service ... ..	(b) A.F.O. 3024/36.
2788	Non-substantive Rates of W/T 2 and W/T 3—Revision of Syllabus ... ..	(c) K.R. & A.I.
2789	Leading Supply Assistant—Advancement to ... ..	(b) A.F.O. 1870/37.
2792	Sound Equipment—Maintenance of Spare Set of Valves ... ..	(d)
2793	Civil Employment of Regular Sailors, Soldiers, and Airmen ... ..	
2795A	Ammunition available on 31st December, 1936—REPORT ( <i>H.M. Ships, etc.</i> ) ... ..	(a)
2796	Magazines and Shell Rooms—Stowage of Howitzer and S.A. Ammunition (“ <i>Kent</i> ” Class) ... ..	
2797	Admiralty F.C. Tables, Mark V, H.A.C.S. Tables, Mark III—Ships fitted with the above—Valves for Pressure Regulation of Oil Supply for H.A. and L.A. Tables ... ..	(d)
2798	Torpedo Control and Deflection Discs—Supply ... ..	(b) C.A.F.O. 220/36.
2802	Guncotton Stores for A/S Purposes—Allowances ... ..	(c) C.B. 1876 B & C.
2803	Fast Type Motor Boats—Reports on Machinery ... ..	(b) A.F.O. 1473/37.
2805	W/T Box, Lamp, Indicating (4 lamps), Pattern 1637A—Introduction ... ..	(d)
2806	80 cm. Rangefinders—Allowances ( <i>Patrol and Convoy Sloops</i> ) ... ..	
2809	Use of Steel Bolts and Nuts in lieu of Wrought Iron Bolts and Nuts ... ..	
2810	Electric Table Fans—Revised Allowances ( <i>Twin-screw Minesweepers</i> ) ... ..	
2811	Aprons, Canvas, Leadsman’s—Allowance ( <i>Sloop Minesweepers</i> ) ... ..	
2812	Tanks, Fresh Water, Pattern 1007A—Allowance to Surveying Ships Abroad ... ..	
2813	Meteorological Log (H.243)—Revision ... ..	
2815	O.U. 5440—Amendment of Establishment ... ..	
2816	Guns, Machine, Vickers, 0·5-in., Mark II—Lock—Modification to Extractor to eliminate Sharp Edges at Entrance to Grooves for Cartridge ... ..	
2817	Guns, Machine, Vickers, 0·303-in., Mark I—Clips, Locking, Outer Casing, Muzzle Attachment—Adoption for Naval Service ... ..	
2818	Breech Mechanisms, B.L., 4·7-in., Marks I and I*, B.L., 4-in., Marks VII, VII** to VIII, IX to IX*** and XI Guns—Repair to Rear End of Vents, Axial, by fitting a Vent Head with a Screwed Rivet ... ..	

A.F.O.	Subject.	Disposal.
<b>1936—</b>	( <i>contd.</i> )	
2819	Breech Mechanisms, Q.F., 4·7-in., Marks VIII and IX, "C" and "D," Marks IX* and IX**, "E," "F," and "G," Marks VIII, IX, IX* and IX** Guns—Modification to Crank by fitting Roller to Cocking Surfaces ...	(d)
2820	H.M.S. "Inglefield" and "Intrepid" Class, 1935 Programme—Classification for Storing Purposes ( <i>Dockyards and Overseers concerned</i> ) ...	
2823	Commander-in-Chief, America and West Indies Station—Transfer of Flag ...	
2824	H.M.S. "Aurora"—Fitting as Flagship ...	
2825	Long Range A.A. Gunnery—Bursts Short of the Target within 100 yards for Range and Line which are likely to do Vital Damage ...	
2826	Torpedoes—Losses and Probable Causes of Loss ...	(c) C.B. 3028.
2827	Admiralty Inspector of Oil Fuel, Abadan—Change of Title ...	(c) C.B. 3019.
2830	Engine Room Artificers, Fourth Class (Chief Petty Officers) ...	(d)
2831	Mechanician Course, January, 1937—Selected Candidates—REPORT ...	(c) K.R. & A.I.
2832	New Zealand Interchange Ratings' Courses ...	(d)
2833	Extra Leave—Service in Aden Force during recent Emergency ...	(b) A.F.O. 2323/37.
2835	Greenwich Hospital Age Pensions—Ineligibility for, of Salaried Officers, ex Yard Craft... ..	(d)
2836	Jewish Faith—Naval, Military and Air Force Chanukah Service ...	(c) O.U. 5225.
2837	Submarine Officers—Annual Dinner, 1936. ...	(a)
2838	Sports—R.N. and R.M. Rackets and Squash Rackets Association—Inter-Service Matches and Annual General Meeting ...	
2839	Air Defence Organisation—Lookout Seats and Binocular Holders—REPORTS ( <i>Capital Ships, Cruisers of "E" and later Classes, Aircraft Carriers</i> ... ..)	(d)
2840	Anti-aircraft Armaments—Increase ...	(b) C.A.F.O. 1660/37.
2841	Admiralty Fire Control Tables, Mark V—Speed across Plot—REPORTS ( <i>Ships concerned</i> ) ...	(d)
2842	H.A.C.S. Equipments—Fitting Improved Fuze Prediction Gear, etc. ( <i>Ships and Gunnery Schools concerned; Dockyards</i> ) ...	(b) C.A.F.O. 3098/36.
2845	Effect of Red Light on Night Accommodation of the Human Eye—Trials—REPORTS ( <i>Commanders-in-Chief, Home Fleet, Mediterranean, China, and Ships selected for Trials</i> ) ...	(d)
2847	303-in. Red Label Ammunition—Restrictive Age Limits ...	(b) A.F.O. 990/36.
2849	Torpedo Stores—Levers, Hanging, St. No. 5160—Allowance ( <i>"Medway"</i> ) ...	(c) C.B. 1876D.
2850	Torpedo Stop Valves—Defects. Torpedoes, 21-in., Marks IV—IV*, and 21-in., Marks VIII—IX* and IXA—IXA* ...	(c) O.U.s 5449, 5450, 5451, 5461, 6247 and 6251.
2851	Supply Breakers—Deletion of Instantaneous Overload Trip Devices ( <i>"Hawkins" Class</i> ) ...	(d)
2852	25-ft. Motor Boats fitted with High Speed Compression Ignition Machinery—Alteration to Engine Exhaust Pipe	
2853	Steel Protection Plates in Water Spaces of Condensers, Coolers, Circulating Pumps and Pipes ( <i>H.M. Ships</i> ) ...	
2854	Steam Cooking Plant—Safety Precaution ...	(b) A.F.O. 653/36.
2855	Type 53 Portable W/T Sets—Supply of Additional Accessories ...	(d)
2856	Lanterns, VF—Testers and Covers ...	
2858	Mobilisation Equipment for M.N.B.D.O.—Period of Notice ...	
2859	Ventilation of Petrol Compartments ( <i>Destroyers</i> ) ...	
2860	Cruisers—Sea Boats' Falls... ..	
2862	Stretcher Cot Trial—REPORTS ...	

A.F.O.	Subject.	Disposal.
1936	( <i>contd.</i> )	
2863	Scale of Medicines, etc., for the Service Afloat, 1936 ...	(d)
2864	"Novutox" Local Anaesthetic ...	
2865	H.M.S. "Impregnable"—Pay Accounts and Correspondence ...	
2866	Banking Accounts ( <i>H.M. Ships and Naval Establishments</i> ) ...	(c) Cash Duties Instructions.
2867	Form S.591—Abolition ...	(d)
2868	Civilian Staffs—Vacancy ...	(a)
2869	Naval Ordnance Inspection Establishment, Sheffield—Designation and Address ...	(d)
2870	Assistants II and III, Admiralty Scientific and Technical Pools—Vacancies ...	(a)
2871	Breech Mechanism, B.L., 6-in., Mark VII Guns—Carrier, Marks I* to III—Repair to Front Stop Face ...	(d)
2872	O.U. 5409/35—Rate Book for Naval Stores—Appendix to Memorandum—Amendment ...	(c) O.U. 5409/35.
2874	Vice-Admiral Commanding, Battle Cruiser Squadron, and Rear-Admiral, First Battle Squadron—Transfer of Flags ...	(d)
2875	Rame Head Beacon and Devil's Point W/T Station—D/F Bearings ...	(b) A.F.O. 479/37.
2877	Foreign National Anniversaries and Festivals—Amendment No. 4 ...	(b) C.A.F.O. 475/35.
2879	Naval Cadetships at R.N. College, Dartmouth—Examination ...	(a)
2880	Courses in Parachute Packing ...	(b) A.F.O. 492/36.
2881	Field Allowance and Living Under Canvas Allowance—Revised Rates and Regulations ...	(c) K.R. & A.I. (b) New order being issued.
2883	Eyesight Standards for Royal Marines ...	
2884	Royal Marine Police Force—Recruitment of ex-Royal Naval Ratings and ex-Royal Marines ...	(b) A.F.O. 1596/37.
2885	Royal Australian Navy—Pay, etc., Arrangements and Conditions of Service ...	(a)
2886	R.N.R. Officers—Status of "Qualified Officer" ...	(c) B.R. 62.
2887	R.N.R. Certificates (Forms R.V.2)—Non-issue to Ratings on Completion of Training ...	(b) A.F.O. 3093/36.
2888	Harwich Force Reunion Dinner, 1936 ...	(a)
2889	Dwina Relief Force, 1919—Up River Reunion Dinner ...	
2890	Sports—R.N. and R.M. Sports Control Board—Donations	(d)
2891	Sports—R.N. and R.M. Football Association—The Football Association Challenge Cup, 1936–1937—Final Tie ...	(a)
2892	Sports—R.N. and R.M. Athletic Association—Minutes of Annual Meeting ...	(d)
2893	Sports—R.N. and R.M. Swimming Association—Minutes of Annual Meeting ...	
2895	Guns, .303-in., Vickers, Maxim and Lewis—Revised Allowances—REPORTS ...	
2898	Spare Part Boxes of Rangefinders, Fire Control, etc., Equipments—Provision of Springs for Clutch Brakes	(c) O.U. 5463.
2899	Lewis Gun and Gunnery Record Cameras and Associate Gear—Distribution ...	
2902	Gaines, No. 10, Mark Iz—Introduction ...	(d)
2904	Cordite—Landing—Destruction ...	
2905	Schermuly Line-throwing Rocket Apparatus—Failures	(d)
2906	Torpedo Gyroscopes—Maintenance while shipped in Torpedoes—Trial of Silica Gel as a Preventative of Corrosion—REPORTS ( <i>1st and 6th Destroyer Flotillas, 1st, 2nd, 4th, 5th, and 6th Submarine Flotillas, "Woolwich," "Cyclops," "Lucia," "Medway," "Dolphin," "Titania"</i> ) ...	
2907	Torpedo Stores—Points, Metal, St. No. T.604C—Radiusing of Sharp Corners ...	
2908	Torpedo Stores—Allowance of Valves, St. No. 2735 and Screws, St. No. 2330—Depôt Ships for Submarines ...	(c) C.B. 1876 D.
2910	T.S.D.S. Flotillas—Supply of Depth Recorders, etc. ...	(c) B.R. 366.
2912	Star Globes, Pattern 604—Revised Allowance—( <i>Destroyers</i> ) ...	(d)



A.F.O.	Subject.	Disposal.
1936—	( <i>could.</i> ).	
2913	Signal and Remote Control Communications—Sloops of "Grimsby," "Halcyon," "Kingfisher," "Enchantress," "Stork" and later Classes ... ..	(b) A.F.O. 1361/37.
2914	Fast Motor Boats Manufactured by the British Power Boat Co.—Rope Guards ... ..	(d)
2915	Revised List of Portable Fittings, etc., for Torpedo Warrant Officer ... ..	(b) A.F.O. 2181/36.
2916	Control Elements "A," "B," and "C"—Allowances of Spares to H.M. Ships ... ..	(b) A.F.O. 201/37.
2917	Portable Deck Lights—Small Batteries for—Provision—( <i>Aircraft Carriers</i> ) ... ..	(d)
2918	Ring, Rubber, "U" Section, for Front Glass, Pattern 3702, for 10-in. Signalling Projectors, Patterns 3860 and 3860A ... ..	
2919	Distant Reading Thermographs, Pattern 545—Particulars to be be Furnished when Demanding ... ..	
2920	The General Establishment List (W/T, etc.)—Amendment ... ..	
2922	Form M.173—Abolition ... ..	(a)
2923	Civilian Staffs—Vacancies ... ..	
2924	Establishment of Temporary Graded Clerks (Men and Women)—1936 Review ... ..	
2925	Engineering Draughtsmen for Service at the Admiralty and R.N. Torpedo Factory, Greenock ... ..	
2926	Inspectors of Fitters (Torpedo Depôts) and Assistant Foremen of Factory—Examinations ... ..	(d)
2927	Breech Mechanism—Q.F., 4-in., Marks V and V*, and "A," Marks V and V* Guns. Gear, Electro-Mechanical Firing, Mark IV—Fitting of Bracket Securing Cable...	
2928	Mercury, Redistilled—Instructions for dealing with Returns from Services, in a Dirty Condition ... ..	
2929	Steel Bolts and Nuts—Schedule 97—Endorsing Orders—"Acid Quality" or "Basic Quality" ... ..	
2930	Storing Yards—New Construction, 1935 Programme ... ..	(c) B.R.s. 4 and 696.
2931	Accumulators, Nickel Iron, Patterns 8856 and 8856A—Storage—REPORT ... ..	
2932	Metal Filing Cabinets for Custody of Medical History Sheets ... ..	
2933	Hair, Curled, Pattern T.327 ... ..	
2934	C.B. Form U.2C (1935)—Correction No. 17 ... ..	(d)
2935	C.B. 1791/33—Amendments ... ..	
2936	C.B. 1849(4)—Addendum No. 4 to C.B. 1849A and B—Amendments ... ..	
2937	C.B. 1925 (1)—Amendments ... ..	
2938	C.B. 1925 (2)—Amendments ... ..	§
2939	C.B. 1925 (4)—Amendments ... ..	
2940	C.B. 1925 (5)—Amendments ... ..	
2941	C.B. 1925 (6)—Amendments ... ..	
2942	C.B. 1925 (7)—Amendments ... ..	
2943	C.B. 1925 (8)—Amendments ... ..	
2944	C.B. 1925 (9)—Amendments ... ..	
2945	B.R. 10 (1)—Admiralty Standard Moorings—Amendments ... ..	
2946	B.R. 14—Drafting Regulations—Amendments ... ..	
2947	B.R. 61—R.F.R. Regulations—Amendments ... ..	
2948	B.R. 62—R.N.R. Regulations (Officers), Amendment...	
2949	B.R. 63—R.N.R. Regulations (Men), 1933—Amendment ... ..	
2950	B.R. 65—R.N.V.R. Regulations—Amendment ... ..	
2951	B.R. 154/35—Ammunition Pocket Book—Amendment ... ..	
2952	B.R. 180—Handbook of 6-in., B.L., Mark XII Gun on C.P., XIV Mountings—Amendment ... ..	
2953	B.R. 194/35 (late O.U. 5377/35)—Drill for 4·7-in., Q.F., Mark VIII Gun on H.A., Mark XII Mounting—Amendment ... ..	
2954	B.R. 205/35—Drill for 4-in., Mark XII Guns on S.I. Mountings—Amendment ... ..	
2955	B.R. 206/33—Drill for 3-in., Q.F. Guns on H.A. Mountings—Amendment ... ..	

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
2956	B.R. 209/35—Drill for 2-pdr., Q.F., Marks II and II* Pom-Poms on H.A., Mark II Mountings—Amendment	
2957	B.R. 210/34—Drill for 4-in., Q.F., S.A. Guns on L.A. Mountings—Amendment	
2958	B.R. 213/35—Drill for 3-in., Q.F., Mark I Guns on C.P. V Mountings—Amendments	
2959	B.R. 214/34—Drill for 4·7-in., Q.F., Marks IX and IX* IX* Guns on C.P. XIV and XVII Mountings—Amendment	
2960	B.R. 224/32—The Gunnery Pocket Book—Amendment	
2961	B.R. 669—Instructions for the Conduct of Cash Duties, 1932—Amendments	
2962	B.R. 677—Instructions for Royal Naval Hospitals and other Medical Establishments at Home and Abroad, 1927—Amendments	
2963	O.U. 5225—Home Dockyard Regulations, 1925—Amendments	
2964	O.U. 5424—Turret Gun Drill for 8-in., B.L. Guns, Marks VIII and VIII*, on Twin, Marks II and II* Mountings—Amendments	
2965	O.U. 5435/31—Drill for 4·7-in., Q.F., Mark IX* Gun on C.P. (S.), Mark XVI Mountings—Amendment.	§
2966	O.U. 5450—Regulations for Care and Maintenance of 21-in., Mark IV*, S. and S.O. Torpedoes—Amendments	
2967	O.U. 5463—Handbook on Ammunition, 1935—Amendments	
2968	O.U. 5464/35—Drill for 4-in., Q.F., Mark V Gun on H.A., Marks III and IV Mountings—Amendments	
2969	O.U. 5482—Drill for 4-in., Marks XVI and XVII, Q.F., Semi-automatic Guns on H.A. Twin, Mark XIX Mounting—Amendment	
2970	O.U. 6090 (A) (1)/1935—Notes on Ballistics—Amendments	
2971	O.U. 6090 (B)—Range Tables for 4·7-in. Guns—Amendment	
2972	O.U. 6090 (K)—Range Tables for 4-in. Guns—Amendments	
2973	O.U. 6192—Handbook for Destroyer Director Sight, Marks I, II, III, IV and V—Amendment	
2974	O.U. 6252—Handbook for Marks XIV–XV Mines and Mark XIV Sinkers—Amendment	
2975	O.U. 6270—Memorandum on Reserves of Naval Stores to be maintained at Naval Yards Abroad	
2976	Organisation of Fleet Meteorology on the East Indies Station—Weather Reports and Reports of Pilot Balloon Observations by H.M. Ships in the Persian Gulf, the Gulf of Oman, and the Arabian Sea	(b) A.F.O. 962/37.
2977	Motor Tankers for Fleet Fuelling Service	}(d)
2978	Trawler "Aston Villa"—Re-naming	
2979	Cancelled.	
2980	Accountant Officers—Shortage	(d)
2982	Special Service Ratings—Eligibility for Training for Commissioned Rank	(c) K.R. & A.I.
2986	Naval Salvage Money—Distribution	}(d)
2987	Royal Air Force Personnel—Certificates of Victualling	
2988	Royal Tournament, 1937	(a)
2989	Navy Week, 1937	
2990	Guns, Q.F., 2-pdr., Inner, Mark VIII, and Outer, Mark VIII, Lock, Mark I—Modification to Cover, Upper Gib	}(d)
2991	Gun Mountings, 0·5-in., Marks I, I*, II, and II*—Modifications	
2992	Gun Mountings, Transferable—Pressure Gauges and Adaptors for Charging Recuperators	(b) A.F.O. 1066/37.
2993	Training Tackles for Hand-worked Guns—"Queen Elizabeth" and "Royal Sovereign" Classes	(d)

A.F.O.	Subject.	Disposal.
<b>1936</b>	( <i>contd.</i> ).	
2994	Catapults, Aircraft, Type D.I.H.—Alteration in the Method of Attachment of Part I, Explosion Unit, to the Catapult, Aircraft ... ..	(d)
2997	Torpedo and Depth Charge Explosive Stores, etc., available on 31st December, 1936—REPORT ...	(a)
2998	Paravanes, Protector—Lengths of Bow Chains ...	(d)
3002	A/S Exercises—REPORTS ... ..	(b) C.A.F.O. 2639/37.
3004	Electrical Wind Speed and Direction Instrument (Magslip Type)—Introduction ... ..	(d)
3005	Binoculars—Revised Allowances ... ..	
3006	Royal Fleet Auxiliaries, etc.—Decontamination Stores for ... ..	(b) C.A.F.O. 233/36.
3007	B.R. 129 (1)—List of Coast and Ship Stations—Issue of 7th Edition ... ..	(a)
3008	O.U. 5409—Rate Book of Naval Stores—Return of Copies Form O.1—Amendment ... ..	(d)
3009	Form O.1—Amendment ... ..	
3010	Form O.6—Ammunition Labels ... ..	(a)
3011	Warship Production Superintendent, Sheffield District—Change of Address ... ..	
3012	Civilian Staffs—Vacancy ... ..	(a)
3013	Examination for Situation as Typist ... ..	(c) B.R. 4.
3015	Fixtures in R.N. Shore Establishments—Accounting ...	(d)
3016	Commodore, New Zealand Station—Transfer of Broad Pendant ... ..	(b) A.F.O. 1190/37.
3017	Foreign Navies—Ranks—Relation to Ranks in the Royal Navy ... ..	(b) A.F.O. 3075/36.
3018	True Height Computation from Altimeter Readings ...	(d)
3019	Universal Bomb Carriers, No. 2 (E.M. Type)—Replacement of Claw Type Release by Single Hook Type ...	(c) K.R. & A.I.
3020	Examination for Command of a Destroyer—Inclusion of Asdic Work ... ..	(a)
3021	Jackson-Everett Prize—Award for 1936 ... ..	(c) K.R. & A.I.
3022	Examination for Petty Officer ... ..	(c) O.U. 6290/37.
3024	Non-substantive Rates of W/T 2 and W/T 3—Revision of Syllabuses ... ..	(d)
3025	V/S and W/T Qualifying Courses, 1937 ... ..	(b) A.F.O. 2702/37.
3026	New Zealand Division—Grant of Re-engaging Leave to Men returned from Service on Loan ... ..	(d)
3027	Confidential Reports on R.N.R. and R.N.V.R. Officers...	(c) Navy List.
3029	Admiralty Surgeon and Agent ( <i>Hove</i> ) ... ..	
3030	Admiralty Surgeon and Agent ( <i>Morecambe and Heysham</i> ) ...	(d)
3031	Navy, Army and Air Force Institutes—Corps Representative for Royal Marine Establishments ... ..	
3032	All-Hallows School, Honiton, Devon—Entrance Scholarships and Exhibitions ... ..	(d)
3033	Sub-calibre Guns—Stowage of ( <i>Leaders and Destroyers concerned</i> ) ... ..	
3035	Breech Mechanism, Q.F., 4.7-in., Marks VIII and IX, "D," Marks IX* and IX**, "F," Marks VIII, IX, IX* and IX** Guns. Gear, Electro-Mechanical Firing—Modification by fitting Clip, Insulating Magnet Case Contact Bolt Connection Plate ... ..	(c) C.B. 1876 A & B.
3038	Projectile Bags—Allowance to "Southampton" Class Cruisers ... ..	(b) C.A.F.O. 2122/37.
3039	Cutlasses—Use and Allowances ... ..	(d)
3043	Detonators for A/S and Demolition Purposes ... ..	
3044	Plotting Communications ... ..	(b) A.F.O. 1998/37.
3046	Boiler Tubes ( <i>H.M.S. "Mallard"</i> ) ... ..	(d)
3047	Boiler Mountings ( <i>H.M. Ships</i> ) ... ..	(b) A.F.O. 324/37.
3048	Transportable W/T Sets—Type 52—Allocation ... ..	(d)
3049	W/T Establishment Lists—Errata ... ..	(b) A.F.O. 2679/36.
3050	Sounding Equipment in H.M. Ships other than Surveying Vessels—Revised Fitting—Policy ... ..	
3053	Spares for Fire Control Equipment—Allowances ( <i>"Tribal" Class Destroyers, H.M. Ships "Woolwich" and "Bittern" and Gunnery School Tenders</i> ) ...	(d)
3054	"Short" Type Rubber Seaplane Buoys ... ..	

A.F.O.	Subject.	Disposal.
1936	(contd.).	
3056	Boot-topping Composition... ..	(d)
3057	Fleet Air Arm—Badges for Non-substantive Ratings ...	
3058	Curtains and Overcases—Limits of Prices for Materials	(b) A.F.O. 1265/37.
3060	Admiralty Fleet Orders—Christmas, 1936 ... ..	(a)
3061	Air Raid Precautions Publications—Distribution ...	(d)
3062	B.R. 755—"Who's Who"—Distribution ... ..	
3063	Form M.144—Abolition ... ..	(b) A.F.O. 37/37.
3064	Coloured Pencils for Plotting ... ..	
3065	Women Industrial Employees—Increase of Pay ...	(b) A.F.O. 3142/36.
3066	Passive Defence of H.M. Dockyards and Naval Establishments—Courses for Personnel ... ..	(d)
3067	Naval Stores—Demands—Revised Transmission Dates. ( <i>Dockyards at Home and Abroad</i> ) ... ..	(c) B.R. 674, Appendix III and D.621 A.
3068	Cable Glands on Low Power Apparatus—Introduction of Stainless Steel Gland Nuts, Patterns 4950–4970 ...	(d)
3069	Twin Screw Steam Tug building for Naval Armament Service at Hong Kong—Naming ... ..	
3070	Message from H.M. The King to the Navy ... ..	(a)
3071	Communication Branch—Training for Non-Substantive Rates—Re-opening of Signal Schools at Chatham and Devonport ... ..	
3072	Message from H.M. The King to the Civil Service ...	(d)
3076	Entertainment Funds—Procedure for Accounting ...	
3077	Royal Marines—Colonelcy-in-Chief ... ..	(b) A.F.O. 422/37.
3078	Promotion to Lieutenant (E)—Reports on Officers ...	(a)
3080	Observers' Course—Officers selected for ... ..	(b) A.F.O. 2828/36.
3081	Acting Sub-Lieutenants' Courses—REPORT ... ..	(d)
3082	Reserve of Officers for Naval Ordnance Inspection in War or Emergency ... ..	
3083	Examination for Warrant Engineer and Warrant Mechanician, February, 1936—Results ... ..	(a)
3086	Review of Service Conditions ... ..	(d)
3087	Ordinary Seamen (Special Service)—Advancement to Able Seaman (Special Service) ... ..	(c) K.R. & A.I.
3088	Educational Examinations Afloat—January to July, 1937—Dates of Commencement ... ..	(a)
3089	Quarter Bills (Form S.255)—Amendments ( <i>Ships concerned</i> ) ... ..	(d)
3090	Signal Course for R.N.R. Officers... ..	(c) B.R. 62.
3092	Ex R.N.R. and R.N.V.R. Ratings re-entering the R.N.R. and R.N.V.R. after Temporary Service in the R.N.—Kit ... ..	(d)
3094	Re-organisation of Torpedo Research, Design and Experiment ... ..	
3095	Admiralty Surgeon and Agent (Barking) ... ..	(c) Navy List.
3096	Sports—R.N. and R.M. Cricket Club—Minutes of Annual Committee Meeting ... ..	
3097	High Angle Control System, Mark III—By-pass Valve in Oil System of Tables Nos. 1 to 7—Fitting of New Type of Piston ("Ajax," "Arethusa," "Coventry," "Woolwich," "Galatea") ... ..	(d)
3098	H.A.C.S. Tables, Marks I to II—Fitting of Improved Fuze Prediction Gear, etc. ( <i>Ships and Gunnery School concerned; Dockyards</i> ) ... ..	
3100	Gun Mountings, 2-pdr., "M," Mark VII—Provision of Guard at Rear of Platform ... ..	(c) Drill Books concerned.
3102	Gun Mountings, 0.5-in., "M," Marks I, I*, II, II* and III Mountings—Stiffening Ammunition Drums ...	
3103	Breech Mechanism, Q.F., 4.7-in., Marks VIII, IX, IX*, and IX**—Precautions when Closing Breech ...	(d)
3104	Fire Control—15-ft. U.D.4 Heightfinders in H.A.C.S. III, III*, and III C Directors—Desiccator and Air and Water Connections—Defects—REPORTS ("Ajax," "Amphion," "Apollo," "Arethusa," "Coventry," "Curlw," "Galatea," "Sydney," "Woolwich," and Home, Malta, and Bermuda Dockyards) ... ..	
3106	Fuze Key No. 125, Mark I—Modification ... ..	

A.F.O.	Subject.	Disposal.
1936—	( <i>contd.</i> ).	
3108	Catapult Explosion Units—Inspection ... ..	(c) Catapult Manual.
3109	Catapult and Fire Control Order Instruments—Purchase ( <i>Dockyards, Vessels, and Overseers concerned</i> ) ... ..	(d)
3110	Torpedo Appropriation (" <i>Wolsey</i> ") ... ..	(c) C.B. 1771.
3115	Boats' Compasses, Pattern 183—Allowance to Sloops, Twin Screw Minesweepers, and Surveying Ships ... ..	
3116	Davis Submerged Escape Apparatus—Die Nuts ( <i>Sub- marine Depot Ships</i> ) ... ..	
3117	Portable Electric Ventilating Fans—Allowance to "Ark Royal" and later Aircraft Carriers ... ..	(d)
3118	W/T Insulator, Porcelain—Rigging for 3½-in. Rope, Pattern 993—Introduction ... ..	
3119	Trials of New Materials and Methods—Method of rendering Reports ... ..	
3120	Royal Fleet Auxiliaries—Freighting Tankers—Colvin Scheme for ... ..	(b) A.F.O. 2013/37.
3121	16-ft. Skiff Dinghy—Modified Rig ... ..	(b) A.F.O. 2824/35.
3122	Davis Submerged Escape Apparatus—Life of Oxylets ... ..	
3123	"Phomene" Generator—Supply of Combined Jet and Pourers and Hoses ( <i>Ships carrying Aircraft other than Aircraft Carriers</i> ) ... ..	
3125	India-rubber Baths, Pattern 18—Allowance—REPORTS ( <i>Leaders and Destroyers, Patrol Vessels, Submarines, and Gunboats</i> ) ... ..	(d)
3126	Clark's Admiralty Quality Compositions for Ships' Bottoms—New Types ... ..	
3127	Loading of Aeroplanes ... ..	(b) A.F.O. 1434/37.
3129	Library, Ship's—Revision of Catalogue ... ..	
3130	B.R. 368—Establishment of Naval Stores for Sloops, etc.—Errata No. 1 ... ..	(d)
3131	O.U. 6090 (B)—Range Table No. 313, for 4·7-in., B.L., Mark I Guns—Revised page 8, dated November, 1936—Issue ... ..	
3132	O.U. 6090 (K)—Range Table No. 216 for 4-in., Q.F. Guns, Marks V, V*, XV, XVI, and XVII, and 4-in., B.L. Guns, Marks IX to IX**—Revised page 1, dated October, 1936—Issue ... ..	(a)
3133	Form S.463—Reprint ( <i>Non-centrally Stored Ships only</i> )	
3134	Form O.6—Ammunition Labels ... ..	
3137	Admiralty Engineer Overseer, Messrs. Vickers-Arm- strongs, Ltd., Naval Yard, High Walker, Newcastle- on-Tyne—New Appointment ... ..	(d)
3138	Admiralty Engineer Overseer, Scotland District—Change of Appointment ... ..	
3139	Architectural and Civil Engineering Assistants— Remuneration ... ..	
3140	Writing Assistants—Assimilation as Clerical Assistants, Grade I ... ..	(a)
3142	Women Industrial Employees—Increase of Pay ... ..	(d)
3143	Civilian Staffs—Vacancies ... ..	(a)
3144	Queen Alexandra's R.N. Nursing Service Consultative Board ... ..	
3146	New 200-ton Steel Dumb Lighters for the Armament Supply Department ... ..	
3147	New 100-ton Steel Dumb Lighter for the Armament Supply Department ... ..	(d)
3148	New 60-ton Steel Dumb Lighters for the Armament Supply Department ... ..	
3149	New 50-ton Steel Dumb Ammunition Lighters for the Armament Supply Department ... ..	
3150	Steel Sections and Steel and Iron Boltstave—Method of Securing for Shipment ... ..	(c) B.R. 674.
3151	Electrodes—Approved Types ... ..	(b) A.F.O. 1858/37.
3152	Form D.28b—Abolition ... ..	(d)

Orders marked \* have been communicated to the Press

## Section 1

### ADMINISTRATION OF THE FLEET, CEREMONIES, FOREIGN PORT REGULATIONS, etc.

# 1927

#### 628.—C.M.B. Hulls used as Towed Targets—Distinguishing Letters—RETURNS

(M. 3843/25.—11.3.1927.)

All C.M.B. hulls issued to the Fleet as towed targets are to be assigned letters as distinguishing marks. All reports, whether by letter, telegram or signal, concerning the loss, repair or movements of towed C.M.B. targets, are to refer to them by those distinguishing letters.

2. The distinguishing letters are to be painted in white on each side of the hulls, the letters being of sufficient dimensions to be distinguishable at long distances. Hulls will have their distinguishing letters painted before issue to the Fleet.

3. No use is made of the letters F, G, Q, R and U in the system of lettering, in order to avoid confusion with other similar letters used.

The intention is that when a C.M.B. target is destroyed or lost, its letter shall lapse with it.

When the alphabet has been expended, double letters AA, BB, etc., will be commenced, and on the completion of this second series, the single letters will be recommenced.

4. A return is to be rendered to reach the Admiralty not later than 16th March each year, by dockyards and bases concerned, giving the distinguishing letters of all attached C.M.B. targets, and a general description of their condition, etc.

The return is to be in the following form :—

Distinguishing Letters.	Whether in Sea-going or Damaged Condition.	Remarks (e.g., whether damaged boats are repairable, etc.) :— (a) By Ship's Staff. (b) By Dockyard.

Boats lost or destroyed since last return.

Distinguishing Letters.	Date Lost.	Remarks.

2380.—*Issued Confidentially.***2910.—Boarding of Merchant Vessels at Naval Ports by the Officer of the Guard**

(M. 1540/27.—18.11.1927.)

Attention is called to the primary object of this practice—which is to maintain liaison with the Mercantile Marine, to collect intelligence, and when the need arises to offer assistance or to supply information to the vessels visited.

2. Endeavour is to be made to prevent the practice from appearing either inquisitory or a burdensome formality. Visits are to be restricted to occasions when it is desirable to carry out the duties referred to, and need not be made for secondary objects such as enquiry as to naval personnel carried, enquiries as to mails, or in the case of ships flying the Blue Ensign, enquiries as to reservists carried, when these can be made satisfactorily in a less formal way. This is already recognised in some station Orders, which provide that British merchant ships will not be boarded unless specially ordered, and that the Senior Officer should give orders for British merchant ships to be boarded occasionally in order that liaison may be maintained between the Navy and the Merchant Service, and also when they come from places of interest so as to obtain information.

3. It is not necessary for a vessel to be visited immediately on arrival, and it will often be more convenient if the Master of the merchant vessel can be warned by signal of the intended visit.

(K.R. and A.I., Articles 126 (3) and 1154.)

## 1928

**57.—Foreign Consular Officers—Enquiries by**

(M. 4353/27.—13.1.1928.)

The United States Navy Department are preparing a "Port Directory" for all ports of the world, and have issued to the U.S.A. Consular authorities a questionnaire calling for detailed information on the following subjects, viz. :—

Pilotage.	Harbour Regulations.
Salutes.	Shore Drills.
W/T.	Leave.
Signal stations.	Fuelling.
Officials and courtesies.	Dock and repair facilities.
Quarantine.	Cable communications.
Anchorage.	Etc., etc.

2. The Consular Officers have, in a number of cases, applied to local officials for the information required.

3. My Lords consider that such official enquiries are to be encouraged, and information of a non-confidential character should be supplied in all cases. A precedent is thus established for requests of a similar nature being made on our behalf, when information from unofficial sources is incomplete. It is preferable that information asked for should be supplied officially, thereby encouraging official enquiries rather than unofficial investigation.

4. It is, however, undesirable that information concerning Dockyards and Government supplies (particularly oil fuel) should be given to United States Consuls.

5. Recent examples of these questionnaires which have been received in the Admiralty embody an enquiry for data for a naval air pilot. The attention of Commanders-in-Chief is drawn to the fact that the question of supplying such information is primarily a matter for the Air Ministry.

6. Commanders-in-Chief are to take steps to advise any Indian, Colonial or Dominion local authorities to whom these questionnaires may be addressed to refer them to their Government, in order that the desirability of communicating this information through diplomatic channels may be considered.

919. *Issued Confidentially.*

**2655.—Suez Canal—Taxation of Double Bottoms**

(M. 3367/28.—12.10.1928.)

It is the practice of the Suez Canal officers in assessing taxation of double bottoms of ships passing through the Canal (*vide* rules of Navigation of the Canal, page 93), to regard these compartments as being full if the depth of oil exceeds 6 in., but to regard them as empty if the depth of oil fuel is 6 in. or less.

2. So far as may be possible, Commanding Officers of H.M. ships passing through the Canal should arrange to adjust oil fuel in those compartments *en route* to Port Said (outward journey) or Suez (homeward journey), as the case may be, in order to reduce the liability to Canal charges in this respect.

3. When it is not possible to adjust oil fuel in the double bottom compartments below a depth of 6 in., Commanding Officers of H.M. ships are to furnish to the Naval Liaison Officer at Port Said full particulars of the double bottom compartments which contain oil fuel in excess of 6 in. This report should be attached by the Naval Liaison Officer to the voucher for the relative payment of dues to the Suez Canal Company.



## 1929

**2.—British Oversea Ports—Memorandum as to the Procedure regarding the Visits of Foreign War Vessels and Service Aircraft accompanying them**

(M. 960/27.—4.1.1929.)

The procedure regarding the visits of foreign war vessels and service aircraft accompanying them to British oversea ports is detailed in the following memorandum.

Copies of this Memorandum have been supplied to foreign governments. Use of wireless telegraphy and telephony by foreign warships and service aircraft in British waters is dealt with in A.F.O. 3/29.

*Memorandum as to the Procedure regarding the Visits of Foreign War Vessels and Service Aircraft accompanying them to British Oversea Ports.*

Special permission is not necessary to enable foreign war vessels (including auxiliary vessels and transports) to visit British oversea ports, but previous notice of such visits should be forwarded through the usual diplomatic channels. Unless there are special circumstances rendering it impracticable, such notice should arrive at least seven days prior to the commencement of the proposed visit. In cases of visits to small outlying possessions, considerably longer notice than seven days is desirable. The notice should give the number of vessels paying the visit and the name and class of each. If any of the vessels referred to above carry aircraft, a statement to this effect should be included in the notification of the visit.

2. The above rules do not apply to—

- (a) Ships of war and auxiliary vessels on board of which are embarked Sovereigns, Members of a Sovereign's family, Presidents of Republics or their suites, or Ambassadors or Envoys to the Court of His Majesty the King.
- (b) Ships of war and auxiliary vessels which are obliged by reason of damage sustained, perils of the sea or other unforeseen causes to enter a British port.
- (c) Ships of war and auxiliary vessels entitled to enter a British port under the terms of an international agreement which they are engaged in carrying out.

3. Foreign submarines should in no case attempt to submerge in territorial waters or to enter territorial waters in the submerged condition.

4. Shore leave may be given to *unarmed* sailors or soldiers subject to the concurrence of the Governor General or Governor or other prescribed authority. If it is desired to land large numbers of men or bodies of men in military formation, adequate notice should always be given to the Governor General or Governor or corresponding local authority in case special arrangements render it necessary to make any restrictions.

5. Officers landing are permitted to wear their swords.

6. Applications for permission to land *armed* parties should be addressed to the Governor General or Governor or other prescribed authority.

7. Torpedo and gunnery practices, mining and searchlight exercises, and exercises with armed boats are prohibited in British territory and territorial waters unless special permission has previously been obtained from the Governor General or Governor or other prescribed authority.

8. If the vessels paying the visit are to be accompanied by service aircraft not carried on board the vessels, this fact, together with the number and type of the aircraft, should be stated in the notice of the proposed visit. Steps can then be taken by the local authorities to carry out any requisite legal formalities. Except however, as may be necessary on their arrival or departure with war vessels which they accompany, no flights by foreign service aircraft over British territory or territorial waters may be made without special permission, any application for which should be made through the usual diplomatic channels or to the Governor

General or Governor or other prescribed authority. The carriage of ammunition, bombs or photographic films or plates over British territory or territorial waters is in no case permitted.

9. Any special local regulations must be complied with.

ADMIRALTY,

October, 1923.

(A.F.O. 3/29.)

### **3.—British Ports—Regulations for the use of Wireless Telegraphy or Telephony by Foreign Men-of-War and Service Aircraft**

(M. 521/25.—4.1.1929.)

The following regulations for the use of wireless telegraphy or telephony by Foreign Men-of-War and Service Aircraft accompanying them in harbours in Great Britain and Northern Ireland and British Oversea Ports, have been made in accordance with Section 4, Clause (2) of the Wireless Telegraphy (Foreign Ships) Regulations, 1908:—

- (a) Foreign Men-of-War and Service Aircraft accompanying them lying in a Naval Port, or in any harbour which is close to a Naval Port, shall obtain permission from the Senior Naval Officer at the Naval Port to use their wireless telegraphy or telephony apparatus, stating system, wavelengths and times of transmission proposed.
- (b) Foreign Men-of-War and Service Aircraft accompanying them lying in any harbour which is not close to a Naval Port shall conform to the following regulations:—
  - (i) Transmission on 600 metres is forbidden, except for the purpose of making or answering signals of distress.
  - (ii) Interference with Naval, Army or Air Force signalling, or with any fixed shore station, must be avoided.
  - (iii) Transmission must be discontinued on request from (1) any Naval Authority, (2) the port authorities, (3) any fixed shore station.
  - (iv) Protracted signalling, using apparatus transmitting other than pure continuous waves, must be avoided.
  - (v) If there is a British or Dominion Fleet or Warship lying in the harbour, the Senior Naval Officer should be consulted.

(A.F.O. 2/29.)

### **4.—Visits of H.M. Ships to Colonial Ports—Notification to Colonial Governments**

(M. 3261/25.—4.1.1929.)

The following procedure should be adopted in future as regards the notification to Colonial Authorities of visits of H.M. Ships to Ports:—

- (a) The Commander-in-Chief of the Station is to notify the Colonial Government concerned of any intending visits, giving as long notice as is practicable.
- (b) In cases where, owing to alteration of programme or other reasons, the Commander-in-Chief has not informed the Colonial Government of impending visits or the cancellation of previously notified visits, the Commanding Officer of the ship concerned is himself to take the necessary steps to notify local authorities.
- (c) In cases where programmes are arranged by the Admiralty, i.e., when ships leave England for foreign stations, the Admiralty will take necessary steps to notify Colonial Office or Dominions Office of any intended visits to Colonial ports.

This procedure does not apply to Malta, Gibraltar, Colombo, Trincomalee, Singapore, Hong Kong, Simonstown or Bermuda, at which recognised naval bases exist.

**5.—British Consular Officers—Precedence, Salutes**

(M. 3629/26.—4.1.1929.)

The precedence to be granted to British Consuls General is that shown in Article 98 of King's Regulations and Admiralty Instructions.

2. As notified, the salute to British Consuls General has been raised to 13 guns, and this number of guns is to be fired on customary occasions in honour of British Consuls General, notwithstanding that the Table attached to Article 66 of King's Regulations and Admiralty Instructions shows these officers are entitled to 11 guns only.

3. No alteration of the Table will be made until general international agreement to the increased number of guns has been notified.

(K.R. and A.I., Articles 66 and 98.)

**172.—Merchant Vessels—Saluting Men-of-War—REPORT**

(M. 2806/28.—18.1.1929.)

There are no written regulations stating that merchant ships shall dip ensign to men-of-war, and this practice must be considered an act of custom and courtesy rather than of rule.

2. It is desired, however, that Flag and Senior Officers shall report to the Admiralty any flagrant or repeated cases of disregard of this practice, particularly by British merchant ships.

3. This Order does not apply to Royal Fleet Auxiliaries, for whom the correct procedure is to hoist their distinguishing pendants when entering a Naval port, joining the fleet, or passing H.M. ships at sea.

**184.—Infectious Diseases—Control**

(M. 1324/28.—18.1.1929.)

With a view to the effective control of infectious diseases in auxiliary vessels of the Royal Navy, the Admiralty have agreed to arrangements whereby officers of Port Sanitary Authorities shall visit and deal with such vessels belonging to the Admiralty, or chartered to the Admiralty, in all respects as if they were ordinary merchant vessels. Officers of Port Sanitary Authorities are to be given the necessary facilities for entry into H.M. dockyards for the purpose of access to such vessels, as well as to privately owned ships, which might be lying in the dockyard.

2. The following ships do not come within the scope of this arrangement, viz. :—

- (a) H.M. ships in commission.
- (b) H.M. ships with nucleus crews.
- (c) H.M. ships laid up with caretakers.
- (d) Yard craft in dockyards.

3. At present the authorities at the following ports have applied for, and been granted, authority to act under the arrangements outlined above :—

Falmouth and Truro.	Port of London.	Southampton.
Harwich.	Plymouth.	Swansea.
Hull and Goole.	River Tees.	Tyne.
Milford.	Rochester.	Weymouth.

**\*1517.—Armistice and Gallipoli (Anzac) Days—Ceremony  
adopted by Commonwealth of Australia**

(M. 1639.—21.6.1929.)

The Commonwealth Naval Board has issued orders that H.M.A. ships are to half-mast colours on Armistice Day (11th November) from 1030 to 1103, and on Gallipoli or Anzac Day (25th April) from the time of hoisting until noon.

2. As regards Armistice Day, H.M. ships are to comply with the above procedure only when in Australian waters. Outside the Australian Station the instructions in A.F.O. 352/35 are to be rigidly followed, even in the event of an Australian ship being in company with H.M. ship(s).

3. As regards Gallipoli or Anzac Day, the procedure adopted by H.M. Australian ships is to be employed when in Australian waters, or in company with H.M.A. ship.

(A.F.O. 352/35.)

**1870.—Issued Confidentially.**

**1871.—Great Britain and Northern Ireland—Regulations for  
Visits of Foreign War Vessels and Service Aircraft  
accompanying them**

(M. 3337/29.—2.8.1929.)

Special permission is not necessary to enable foreign war vessels (including auxiliary vessels and transports) to visit fortified or unfortified ports, harbours, roadsteads, estuaries, or navigable rivers in Great Britain and Northern Ireland (including Channel Islands), but previous notice of such visits should be forwarded through the usual diplomatic channels. Unless there are special circumstances rendering it impracticable, such notice should arrive at least seven days prior to the commencement of the proposed visit. The notice should give the number of vessels paying the visit and the name and class of each. If any of the vessels referred to above carry aircraft, a statement to this effect should be included in the notification of the visit.

2. The above rules do not apply to—

(a) Ships of war and auxiliary vessels on board of which are embarked Sovereigns, Members of a Sovereign's Family, Presidents of Republics, or their suites, or Ambassadors or Envoys to the Court of His Majesty the King.

(b) Ships of war and auxiliary vessels which are obliged by reason of damage sustained, perils of the sea or other unforeseen causes to enter a British port.

(c) Ships of war and auxiliary vessels entitled to enter a British port under the terms of an international agreement which they are engaged in carrying out.

3. Foreign submarines should in no case attempt to submerge in territorial waters or to enter territorial waters in the submerged condition.

4. Shore leave may be given to *unarmed* sailors or soldiers. If it is desired to land large numbers of men or bodies of men in military formation, adequate notice should always be given to the Mayor, Provost or local Police authority, and at naval ports to the Naval Commander-in-Chief in addition, in case special arrangements render it necessary to make any restrictions.

5. Officers landing are permitted to wear their swords.

6. Applications for permission to land *armed* parties should be made through the usual diplomatic channels or at naval ports through the Naval Commander-in-Chief.

7. Torpedo and gunnery practices, mining and searchlight exercises, and exercises with armed boats are prohibited in British territory and territorial waters unless special permission has previously been obtained through the usual diplomatic channels.

8. If the vessels paying the visit are to be accompanied by service aircraft not carried on board the vessels, this fact, together with the number and type of the aircraft, should be stated in the notice of the proposed visit. For flights by such aircraft as may be necessary on their arrival or departure with the vessels they accompany no special permission is required. The conditions stated in (a), (b) and (c) in paragraph 9 below must, however, be observed on such flights.

9. When foreign service aircraft accompanying foreign war vessels wish after arrival to undertake flights for some purpose other than departure with the vessels they accompany, special permission is necessary. Application for such permission should be made to the local Naval Commander-in-Chief, and should state:—

- (1) The purpose of the proposed flight;
- (2) The number and type of aircraft it is desired should undertake the flight;
- (3) The wireless call signs of the aircraft (if fitted with wireless);
- (4) The number of officers and other ranks to be carried;
- (5) The proposed route;
- (6) The names of any aerodromes or ports at which it is desired to land; and
- (7) The proposed date for the flight.

Permission for such flights will only be granted subject to the following conditions (in addition to any special conditions which may be found necessary in particular cases):—

(a) The aircraft must comply with the provisions of Annex D of the International Convention for the Regulation of Aerial Navigation, dated the 13th October 1919, and with the safety regulations in force in Great Britain and Northern Ireland to prevent injury to the public (*see* Appendix).

(b) The aircraft must not land in any "prohibited area" and must not fly over any such area at a lower altitude than 6,000 feet.

(c) No ammunition, bombs, photographic films or plates may be carried.

(d) No dogs may be carried.

10. Any special local regulations must be complied with.

11. At the Nore, Portsmouth, Plymouth, Milford Haven, Portland, Rosyth and Invergordon, the right of assigning anchorage berths to foreign ships of war, and of directing them to shift berth, should the same become necessary, is vested solely in the Commander-in-Chief or King's Harbour Master of the Port.

At all other ports, harbours, roadsteads, estuaries, and navigable rivers, where there is any constituted Harbour Authority, such right is vested in the Harbour Master acting in conjunction with the Senior Naval Officer, if there be any of His Majesty's ships present.

12. Foreign ships of war are under no obligation to take a pilot when approaching ports, harbours, roadsteads, estuaries and navigable rivers of Great Britain and Northern Ireland; but within the zone of the defences of fortified, or limits of unfortified, ports, harbours, roadsteads, estuaries, and navigable rivers they are subject to the regulations of the port, if any.

13. Should a foreign ship of war fail to comply with the regulations of the port the attention of her Commanding Officer will first be called thereto by the Harbour Master or other authority as above specified, and explicit observance of these regulations will be requested.

Should this course fail, the foreign ship of war may at once be requested to leave the harbour.

14. Upon entering any of the ports mentioned in paragraph 11 or any other port or harbour, etc., where one of His Majesty's ships is present, foreign ships of war will be boarded by an Officer sent by the Naval Commander-in-Chief or Senior Naval Officer, who will offer the Commanding Officer the courtesy of the port.

The Officer will acquaint the Commanding Officer with the anchoring berth that has been allotted to his ship and will obtain information as to the object and the proposed duration of the visit, the name of the Commanding Officer, and the information it is usual to obtain upon such occasions.

15. Should the Officer sent to welcome the foreign ship of war arrive on board after she has already anchored or made fast, the prescribed notification and enquiries will nevertheless be made and the confirmation of the anchoring berth taken up or the assignation of another will be carried out.

16. At other ports or places where there is none of His Majesty's ships present, the above duties will be carried out by the Harbour Master or his representative, or, if there is no Harbour Master, by the Customs Officer, if any.

ADMIRALTY,  
*December, 1924.*

#### APPENDIX.

#### SAFETY REGULATIONS FOR AIRCRAFT IN FORCE TO PREVENT INJURY TO THE PUBLIC.

The effect of these is as follows:--

1. An aircraft shall not fly over any city or town except at such altitude as will enable the aircraft to land outside the city or town should the means of propulsion fail through mechanical breakdown or other cause; provided that this prohibition shall not apply to any area comprised within a circle with a radius of one mile from the centre of a licensed aerodrome or of a Royal Air Force aerodrome or of an aerodrome under the control of the Secretary of State for Air.

2. A person in an aircraft shall not—

(a) carry out any trick flying or exhibition flying over any city or town area or populous district; or

(b) carry out any trick flying or exhibition flying over any regatta, race meeting or meeting for public games or sports except where specially arranged for in writing by the promoters of such regatta or meeting; or

(c) carry out any flying which by reason of low altitude or proximity to persons or dwellings or for any other reason is the cause of unnecessary danger to any person or property on land or water.

3. A person shall not drop or cause or permit to be dropped from an aircraft in flight any article except ballast in the form of fine sand or water.

#### LIST OF SALUTING STATIONS IN GREAT BRITAIN AND NORTHERN IRELAND.

Dover.

Leith.

Pembroke.

Plymouth.

Portsmouth.

Sheerness.

NOTE.—Foreign warships entering the Firth of Forth and intending to anchor in Leith Roads should fire their salute off Inchkeith. This salute is returned by Edinburgh Castle.

1997.—*Issued Confidentially.*

**2337.—Kiel Canal—Passage of H.M. Ships**

(M./C. (II) 3735/29.—20.9.1929.)

**I.—SALUTES.**

A salute to the German national flag is to be fired by H.M. ships passing through the Kiel Canal.

Saluting batteries for the canal are situated at Cuxhaven and Friedrichsort.

A salute is only to be fired at one end of the canal, preferably prior to entering.

**II.—AGENTS.**

In view of difficulties which have been experienced in connection with the payment of dues in respect of H.M. ships passing through the Kiel Canal, Commanding Officers are authorised to employ local agents to arrange payment of dues, etc.

Messrs. Sartori & Berger and Messrs. Zerssen & Co. have been employed as agents on various occasions by Commanding Officers of H.M. ships, and the services of these firms may be utilised when required. It is desirable that the firms should be employed in rotation so far as this may be possible.

In order to avoid loss of time, H.M. ships should be prepared to give draught (fore and aft) and net register tonnage to the agents immediately on arrival at either end of the canal, and it may then be arranged for the total charges to be presented in one account at the other end.

The agents should be directed to present with the account (made out in duplicate and signed) a statement (in duplicate) from a bank as to the current rate of exchange.

3046.—*Issued Confidentially.*

**3215.—Egypt—Passports and Visas**

(M. 5033/29.—20.12.1929.)

An arrangement is in force whereby military and Air Force personnel serving in Egypt have their passports endorsed "stationed in Egypt" or "on duty in Egypt," according to whether they are posted to or serving temporarily in that country. In such circumstances a visa is unnecessary.

2. This arrangement is also applicable to the personnel of the Royal Navy. It follows, therefore, that passports and visas are necessary for personnel visiting Egypt, but in the case of officers and men sent to Egypt on duty, or to join H.M. ship in Egyptian waters, it will only be necessary for passports to be endorsed "on duty in Egypt," followed by the number and date of the authority, for proceeding to Egypt. This endorsement must be signed by an officer of Commander's rank or above.

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## 1930

2783.—*Issued Confidentially.*

## 1931

## 2.—Aircraft—Modifications

(M. 02591/29.—2.1.1931.)

Attention is called to paragraph 707 of King's Regulations and Air Council Instructions, which lays down that in no circumstances may any modification which has not received the official sanction of the Air Ministry be made in any airframe or aircraft engine.

2. Proposals for any such modifications, which it may be desired to put forward from H.M. ships, are to be submitted to the Admiralty through the usual Service channels, but in order that Royal Air Force authorities may have early information of the proposals, the Commanding Officer is at the same time to send a copy of his submission direct to the appropriate Royal Air Force authority or in cases where there is no Royal Air Force authority, direct to the Admiralty, for the Secretary, Air Ministry.

## 277.—Administration of Ships at Home Ports

(M. 699/30.—6.2.1931.)

The following is to be the division of responsibility for certain ships and vessels, other than submarines, arriving at or based on the home ports. This Order may be varied by Admiralty Order when necessary, and does not affect the general authority of the Commander-in-Chief of the port as defined in King's Regulations and Admiralty Instructions, Article 1026, clause 1.

A. Ships to be directly under the Commander-in-Chief of the home port—

- (a) Ships under orders to pay off and recommission, except ships under orders to recommission in Reserve, which come under Reserve Fleet organisation, as from date of arrival or date of receipt of instructions to join the Reserve Fleet, whichever is the later.
- (b) Ships formerly belonging to Reserve Fleet, from date of recommissioning for other service.
- (c) Ships, other than those of Reserve Fleet, paying off for large repair to be under the Commander-in-Chief until paid off, then under dockyard control.
- (d) Vessels attached to training establishments, except as at D (b).
- (e) Ships commissioned for trials, unless they belong to Reserve Fleet or are about to join Reserve Fleet on completion of trials.
- (f) Ships in dockyard hands while in commission, except ships of Reserve Fleet and Home Fleet.

*Note.*—Unattached aircraft carriers in commission at home ports are to be regarded as under the administration of Commander-in-Chief, Home Fleet, for technical air matters.



## B. Ships to be under dockyard control—

- (a) All ships, whether in full or Reserve commission, paying off for large repair will be under dockyard control from date of paying off until date of commissioning for trials. This is irrespective of whether machinery is in the charge of Engineer Officers of the ship or of dockyard officers. They will revert to dockyard control on completion of trials, until commissioned for service, either in active commission or in Reserve.
- (b) Ships under construction, unless in commission for trials (*see A (c)*).
- (c) Ships for sale or disposal, as from date of paying off for preparation for sale.

## C. Ships to be administered by the Vice-Admiral Commanding the Reserve Fleet—

- (a) Ships of Reserve Fleet, whether in commission or not, except for A (b).
- (b) All ships under orders to commission in Reserve, as from date of arrival at the port or date of receipt of instructions to join the Reserve Fleet, whichever is later.

## D. Ships to be administered by the Vice-Admiral Commanding the Reserve Fleet, but under control of Commander-in-Chief for operations—

- (a) Emergency destroyers.
- (b) Ships belonging to Reserve Fleet, but attached to training establishments.
- (c) Ships belonging to Reserve Fleet, but detailed for special duty under the Commander-in-Chief, *e.g.*, destroyers in Irish waters.

2. In all cases not covered by the foregoing instructions the Commander-in-Chief of the port will, failing any special directions from the Admiralty, give the necessary directions, consulting the Vice-Admiral Commanding Reserve Fleet, and dockyard authorities.

## 428.—Emergency Communication between Aircraft and Merchant Ships

(M. 4199/30.—20.2.1931.)

In an accident involving the forced alighting and subsequent wreckage of a Fairey IIIF floatplane, a Fleet Auxiliary vessel failed for a long time to realise that another aircraft flying low round her was endeavouring to call her by V/S to the assistance of the crew of the wrecked floatplane.

The reason for the ship's failure to appreciate the situation was stated to be that "aircraft continually fly round ships" and therefore, presumably, no special look-out for signals was considered necessary.

2. When aircraft cannot communicate with merchant ships by W/T, V/S or message-dropping are the only means of attracting the attention of auxiliary or merchant ships when conditions do not admit of the aircraft alighting alongside. Message-dropping needs special apparatus, may be unreliable and may even necessitate boat work.

3. Multi-seater aircraft may therefore use V/S to communicate with merchant ships when unable to do so by W/T. Aircraft wishing to do this for some urgent reason, such as calling attention to another aircraft in distress, will circle the ship, and after firing a succession of green Very's lights, will pass the signal.

Aircraft not fitted with means for visual signalling and wishing to call attention to some other aircraft in distress, will do so by circling the ship, firing a succession of green Very's lights, and then proceeding in the direction of such aircraft.

4. Aircraft are not to fly low round auxiliaries or merchant ships except for exercising signals, or to pass an urgent message. The firing of the green Very's lights will inform the ship concerned that the communication following is a very urgent signal and not an exercise.

5. Notices to mariners and airmen have been issued to inform auxiliaries and merchant ships of the above procedure, and to prohibit British aircraft from flying low round ships except for the purpose of communicating with them.

**1183.**—*Issued Confidentially.*

## 1932

**\*594.—Salutes—Time of Firing**

(M. 2479/31.—11.3.1932.)

The following table shows the rules in foreign navies concerning the times during which gun salutes may be fired, and is promulgated for information :—

Country.	Usual Period during which Salutes may be Fired.	Exceptions.
Albania ...	8 a.m. to sunset... ..	—
Argentina ...	<i>In port</i> : 8 a.m.—8 p.m. or sunset, whichever may first occur. <i>At sea</i> : sunrise to sunset ... ..	—
Bulgaria ...	8 a.m. to sunset... ..	—
Chili ...	8 a.m. to sunset... ..	—
Denmark ...	8 a.m. or sunrise (whichever is later) to sunset.	Royal, etc., salutes.
Estonia ...	<i>In port</i> : time of hoisting colours to sunset. <i>At sea</i> : sunrise to sunset ... ..	Royal, etc., salutes.
Finland ...	8 a.m. to sunset... ..	—
France ...	Between hours fixed for hoisting and hauling down national flag, excluding meal times of crews.	—
Germany ...	<i>In port</i> : between times of hoisting and lowering the colours. <i>At sea</i> : sunrise to sunset.	Royal, etc., salutes ; times of church service. In foreign ports when custom of country is followed.
Greece ...	8 a.m. to sunset... ..	—
Italy ...	8 a.m. to sunset... ..	—
Japan...	Sunrise to sunset ... .. <i>At anchor</i> : 8 a.m. (morning colours) to sunset.	—
Latvia ...	<i>In port</i> : between times of hoisting and lowering the colours. <i>At sea</i> : sunrise to sunset ... ..	—
Netherlands ...	Sunrise to sunset ... ..	—
Norway ...	While ensign is hoisted. Colours hoisted as in British Navy. Colours lowered at sunset or 9 p.m., whichever is earlier.	Royal salutes.
Poland ...	Sunrise to sunset ... ..	—
Portugal ...	8 a.m. to sunset... ..	—
Rumania ...	8 a.m. to sunset... ..	—
Spain ...	Sunrise to sunset ... ..	Certain funeral honours.
Sweden ...	<i>In port</i> : while national flag is hoisted. Colours lowered at sunset or 9 p.m., whichever is earlier. <i>At sea</i> : sunrise to sunset ... ..	Royal salutes. Period of divine service. When necessary to answer a salute.
Turkey ...	Sunrise to sunset ... ..	—
U.S.A. ...	8 a.m. to sunset (no salutes between sunset and sunrise).	Not on Sundays unless required by international courtesy.
Yugoslavia ...	<i>In port</i> : 6 a.m. to sunset ... .. <i>At sea</i> : sunrise to sunset ... ..	—

## 1664.—Dress to be worn by H.M. Representatives on Official Naval Visits

(M. 3105/32.—15.7.1932.)

The following rules as to the wearing of uniform by H.M. Representatives when visiting officers of the Royal Navy are promulgated for information :—

Levée dress (or alternatively white uniform in countries where such uniform is worn in lieu of levée dress) should be worn by His Majesty's Representatives when calling officially upon (i) Flag Officers and Commodores on their first visit when newly appointed, or when their ship or squadron is paying a formal visit; and (ii) Captains when in command of a single ship or squadron paying a formal visit.

On receiving visits from Flag Officers or Officers Commanding His Majesty's ships, however, His Majesty's Representatives may use their discretion as to the dress to be worn, but if they do not wear uniform they should wear a frock coat or morning coat, with Star, in cases where the representative has received the 1st or 2nd class of one of the British Orders of Knighthood.

An Ambassador or Minister accompanying a Naval Commander-in-Chief on a visit to pay his respects to the Head of a State should wear levée dress, or, where circumstances render such an alternative appropriate, white diplomatic uniform.

## 1667.—Accidents to H.M. Ships and F.A.A. Aircraft— Information from Chance Observers

(M. 2634/32.—15.7.1932.)

Their Lordships have had under consideration the desirability of extending the present arrangements for obtaining information in the case of an accident to one of H.M. ships or Fleet Air Arm aircraft.

2. Under existing instructions, the Senior Officer on the spot reports to the Admiralty and to certain other authorities by the quickest possible route when a submarine, aircraft or surface vessel is overdue.

3. In future, the Senior Officer present is, in addition to the action referred to in paragraph 2, to inform the Admiralty by signal whether, in the circumstances, he considers that endeavours should be made to reach possible chance observers of the supposed disaster. On receipt of this report, a decision as to further action will be taken at the Admiralty.

4. The General Post Office and the British Broadcasting Corporation have agreed to co-operate with the Admiralty in order to meet the possibility that a chance observer of an incident may unknowingly have witnessed a disaster, and that he may, provided his attention is drawn to the fact (or possibility) that a disaster has occurred, be able to give valuable information.

5. In the event of one of H.M. ships being reported overdue, the Admiralty may request certain appropriate General Post Office Coast Stations to make broadcasts, with a view to reaching possible chance observers of an incident who may unknowingly have witnessed a disaster.

6. The normal procedure will be as follows :—

The Admiralty will pass direct to the appropriate coast station or stations the message it is desired to broadcast.

On receipt of the message, the coast station or stations addressed will act as follows :—

A.—The message will be broadcast immediately on receipt and will be repeated at the end of the next silence period. (If the time of receipt coincides with a silence period, the message will be broadcast once only.)

B.—If broadcasts in A (above) do not fall within a single operator period, the message will be repeated in the next single operator period at the end of the first silence period, viz., at 0818, 1218, 1618, or 2018 G.M.T., as the case may be.

C.—In addition to the foregoing, the message will be broadcast during the next 24 hours at the scheduled times for either General Navigational Warnings and/or Weather Bulletins of the stations concerned. The transmissions will precede the warnings and/or bulletins.

Transmissions will be on 500 kcs. (600 metres). The "TTT" signal will be used before transmissions.

The message from the Admiralty to the Coast Station will bear the indication of priority "Immediate," and any message sent to the Admiralty will be similarly treated.

7. The British Broadcasting Corporation have agreed to co-operate as follows on a request for such action being made by the Admiralty to the News Editor, but no request for a broadcast which might involve anxiety to relatives will be made until there is reasonable evidence that an accident has occurred :—

(i) *If during regular broadcast hours :*

(a) The issue of an immediate broadcast by National transmitter and the appropriate Regional and/or local transmitters—(e.g., for a supposed loss in the Channel, National, London National, London Regional, Bournemouth and Plymouth).

(b) The repetition of this broadcast at the time of the next weather report and the next News Bulletin.

(ii) *If during non-broadcast hours :*

(a) The issue of a broadcast by National transmitter and the appropriate Regional and/or local transmitters on the next occasion of commencing a programme.

(b) The repetition of this broadcast at the time of the next weather report and the next News Bulletin.

8. Any broadcast made will include a request that possible chance observers will communicate as follows anything that they may have seen :—

(i) *Observers in merchant ships at sea.*

If equipped with W/T transmission, communicate immediately by W/T with the Admiralty.

If not equipped with W/T transmission, communicate at the first opportunity with—

(a) the Duty Commander, Admiralty ; or

(b) the nearest local Naval Authority ; or

(c) any Coast Guard Station ; or

(d) if at a port abroad, the local British Consular Authority.

(ii) *Observers ashore in this country.*

Communicate as soon as possible with—

(a) the Duty Commander, Admiralty ; or

(b) the nearest local Naval Authority ; or

(c) any Coast Guard Station ; or

(d) any Police Station.

## **\*1924.—Overcrowding in Local Craft visiting H.M. Ships in United Kingdom—REPORT**

(M. 3103/32.—12.8.1932.)

The Board of Trade has reported that considerable overcrowding has taken place in local craft carrying visitors to H.M. ships during their visits to the various coast resorts in the United Kingdom.

2. Section 283 of the Merchant Shipping Act of 1894 and Section 22 of the Act of 1906 provide that passenger-carrying vessels shall not carry passengers in excess of the numbers allowed by their Board of Trade Certificates.

3. Attention is drawn to Section 723 of the Act of 1894, which empowers any commissioned officer on full pay, who has reason to suspect that the provisions of Section 283 of the Act of 1894 or Section 22 of the Act of 1906 are not being complied with, to require the Master to produce a list of all persons on board and to give an explanation.

4. If it is evident that the regulations have been contravened, full particulars of the occurrence should be reported direct to the Secretary of the Admiralty for the information of the Board of Trade. A copy of the report should also be sent through the normal Service channels.

5. The relevant sections of the Acts cited are as follows :—

EXTRACT FROM MERCHANT SHIPPING ACT, 1894.

283. *Penalty for Carrying Passengers in Excess.*—The owner or master of any passenger steamer shall not receive on board thereof, or on or in any part thereof, any number of passengers which, having regard to the time, occasion, and circumstances of the case, is greater than the number allowed by the passenger steamer's certificate, and if he does so, he shall for each offence be liable to a fine not exceeding twenty pounds, and also to an additional fine not exceeding five shillings for every passenger above the number so allowed, or if the fare of any passenger on board exceeds five shillings, not exceeding double the amount of the fares of all the passengers above the number so allowed, reckoned at the highest rate of fare payable by any passenger on board.

\* \* \* \* \*

*Powers for enforcing Compliance with Act.*

723. *Powers for seeing that Act is complied with.*—(1) Where any of the following officers, namely—

any officer of the Board of Trade,  
any commissioned officer of any of Her Majesty's ships on full pay,  
any British consular officer,  
the Registrar-General of Shipping and Seamen or his assistant,  
any Chief officer of Customs in any place in Her Majesty's dominions, or  
any superintendent,

has reason to suspect that the provisions of this Act, or any law for the time being in force relating to merchant seamen or navigation is not complied with, that officer may—

- (a) require the owner, master, or any of the crew of any British ship to produce any official log-books or other documents relating to the crew or any member thereof in their respective possession or control ;
- (b) require any such master to produce a list of all persons on board his ship, and take copies of the official log-books, or documents, or of any part thereof ;
- (c) muster the crew of any such ship ; and
- (d) summon the master to appear and give an explanation concerning the ship or her crew or the official log-books or documents produced or required to be produced.

(2) If any person, on being duly required by an officer authorised under this section, fails without reasonable cause to produce to that officer any such official log-book or document as he is required to produce under this section, or refuses to allow the same to be inspected or copied, or impedes any muster of the crew required under this section, or refuses or neglects to give any explanation which he is required under this section to give, or knowingly misleads or deceives any officer authorised under this section to demand any such explanation, that person shall for each offence be liable to a fine not exceeding twenty pounds.

\* \* \* \* \*

EXTRACT FROM MERCHANT SHIPPING ACT, 1906.

22. *Overcrowding of Passenger Steamers.*—If a passenger steamer has on board at any place a number of passengers which, having regard to the time, occasion, and circumstances of the case, is greater than the number allowed by the passenger steamer's certificate, the owner or master of the steamer shall, for the purposes of section two hundred and eighty-three of the principal Act, be deemed to have received those passengers on board at that place.

2846.—*Issued Confidentially.*

## 1933

**140.—Exercises between H.M. Ships and Torpedo and Smoke-making Aircraft—Arrangements for rendering Reports**

(M. 3681/30.—20.1.1933.)

The procedure to be followed in rendering reports on certain of the above exercises has been under review in order that earlier information of exercises which have been carried out in other commands may be received by units at home and abroad.

2. The procedure to be followed in future is that shown in—

Section A.—For T/B and smoke-making aircraft when embarked in H.M. ships.

Section B.—For T/B and smoke-making aircraft exercising from shore bases with H.M. ships (including F.A.A. units disembarked).

The procedure is intended primarily to apply to important exercises, but may be extended to less important exercises at the discretion of the Senior Officers concerned. It is also intended to apply to those exercises in which the aircraft attacks are the principal object. When T/B attacks and smoke curtain work are carried out in fleet exercises, or in conjunction with "G" or "T" practices, the analysis and report of the work of the aircraft should accompany the main report on the exercise. In these cases, summaries of the air work analysis, and such extracts from the main report as may be considered necessary, should be forwarded by Commander-in-Chief to the Air Officer Commanding, if considered to be of sufficient interest.

3. The number of copies of records and reports transmitted from one authority to another is to be subject to arrangements made by the Senior Officers concerned.

**SECTION A.**

*Procedure for rendering Reports on Important Exercises carried out by T/B Smoke-making Aircraft when Embarked in Carriers.*

1. Each unit concerned forwards a report (on the appropriate form, if any) to the Commanding Officer of the carrier.

2. Each ship attacked forwards a report (on the appropriate form, if any) to the Senior Officer of the squadron. The Senior Officer of the squadron will forward these reports with his remarks to the aircraft carrier concerned.

*Note.*—When more than one aircraft carrier has taken part in the exercise, Senior Officers of squadrons should forward records to the Senior of the aircraft carriers concerned, and unit records from the Junior aircraft carrier should also be sent to the Senior.

3. The Commanding Officer of the carrier forwards the reports, together with his covering remarks, to the officer who will analyse the exercise. (This officer may be the Commanding Officer of the carrier himself, the Senior Officer of the squadron or another officer, as detailed by Commander-in-Chief.)

4. The Analysing Officer, having analysed the exercise, forwards a final report to the Rear-Admiral (A) if on the station, otherwise to the Commander-in-Chief direct, together with the reports received from the units and ships and their covering remarks.

5. If Rear-Admiral (A) is on the station, he forwards the report to the Commander-in-Chief, with his remarks.

6. The Commander-in-Chief forwards the final report to the Admiralty, accompanied by copies of any of the unit and ship reports and covering remarks which may be considered necessary, retaining the remainder.

Commander-in-Chief also forwards a copy of the final report and his remarks to the Air Officer Commanding, and circulates the report as necessary, sending copies to other Commanders-in-Chief if the exercise is of sufficient interest.

7. The Air Officer Commanding forwards the final report, together with the remarks of the Commander-in-Chief, if desired, to the Air Ministry and other Air Officers Commanding at his discretion.

## SECTION B.

*Procedure for rendering Reports on Important Exercises carried out between Shore-based T/B and Smoke-making Aircraft (including F.A.A. Units disembarked) and H.M. Ships.*

1. Each unit concerned forwards a report (on the appropriate form, if any) to the Commanding Officer, R.A.F. Base.

2. Each ship attacked forwards a report (on the appropriate form, if any) to the Senior Officer of the squadron.

3. The Senior Officer of the squadron forwards the ship reports to the Commanding Officer, R.A.F. Base, together with his remarks on the exercise.

4. The Commanding Officer, R.A.F. Base, analyses the exercise, and forwards a final report, accompanied by the unit and ship reports and covering remarks to the Air Officer Commanding concerned, at the same time forwarding a copy of the final report and such extracts from the ship reports and covering remarks as are necessary to the Rear-Admiral (A), if on the station, or otherwise to the Commander-in-Chief.

5. Air Officer Commanding exchanges remarks with Rear-Admiral (A) if on the station, in which case Rear-Admiral (A) forwards final report, together with remarks of Air Officer Commanding to Commander-in-Chief. Otherwise, Air Officer Commanding communicates direct with Commander-in-Chief.

6. Commander-in-Chief forwards his remarks to Air Officer Commanding and forwards final report with remarks of Air Officer Commanding (and Rear-Admiral (A)) to Admiralty, and circulates the report as necessary, sending copies to other Commanders-in-Chief if the exercise is of sufficient interest.

7. Air Officer Commanding forwards final report with remarks of Commander-in-Chief (and Rear-Admiral (A)) to Air Ministry and to other Air Officers Commanding if the exercise is of sufficient interest.

## 258. —Ceremonial—Position in the Line of Royal Marine Units

(M. 5813/32.—3.2.1933.)

The question of the position in the line of Royal Marine Units on parade having been raised recently, the following information is promulgated.

2. When landed from H.M. ships or from Naval establishments, i.e., when serving under the Naval Discipline Act, the Royal Marines form part of the Naval contingent, and take precedence immediately after the Royal Navy.

3. If a Royal Marine unit is furnished from a R.M. division or from a R.M. battalion, i.e., while serving under the Army Act, they take precedence in accordance with paragraph 875, King's Regulations for the Army and Army Reserve, as revised by Amendment No. 29, August, 1930.



**432.—Home Commands—Limits**

(M. 5318/32.—24.2.1933.)

In order to ensure the correct allocation of responsibility for communicating "A" and "W" messages, and for other matters when omission to take action or duplication of action might result, approval has been given for a reversion to the practice of indicating sea boundaries between the Home Commands.

2. The shore limits of the Home Commands remain as previously notified, *i.e.* :—

Coast of Scotland ...	Scottish Border on East Coast to Bennane Head on West Coast. (Ten miles north of Loch Ryan.)
The Nore ... ..	Scottish Border on East Coast to Meridian of 0° 34' E. on South Coast.
Portsmouth ... ..	Meridian of 0° 34' E. on South Coast to Meridian of 3° W. on South Coast.
Devonport ... ..	Meridian of 3° W. on South Coast to Bennane Head; and Coast of Ireland. This includes the whole of the North Channel.

Sea boundaries extending from these points of division will be embodied in a new edition of Chart No. Misc. 31 and may be thus described—

- (a) Between Nore and Portsmouth. From the South Coast of England in Long. 0° 34' E. to Tréport (Lat. 50° 04' N., Long. 1° 22' E.).
- (b) Between Portsmouth and Devonport. The meridian of 3° 00' W.
- (c) Between Devonport and Coast of Scotland. A line drawn from Bennane Head to a position in Lat. 55° 46' N., Long. 8° 09' W., and from thence along the parallel of Lat. 55° 46' to the limit of the Home Station.
- (d) Between Coast of Scotland and Nore. The parallel of Lat. 55° 46'.

3. *Deleted.*

4. The demarcation of sea areas is not intended to involve any change in existing responsibilities in the Home Commands, and adjacent commands must maintain the closest inter-communication so as to secure that the forces under their respective control work in complete co-operation and are employed to the best advantage in the circumstances of the moment.

**637.—Naval Stations—Limits**

(M. 0566/33.—17.3.1933.)

The limits of Naval Stations are as follows :—

**LIMITS OF THE HOME STATION**

*North.*—From the coast of Greenland at the meridian of 40° West Longitude and thence undefined.

*East.*—By the Western shores of Europe to the Southern Boundary between Portugal and Spain in 7° 25' West Longitude (approximately) and thence by that meridian to the Southward to the African coast, thence to the Southward by the African coast to Cape Blanco, the Boundary between French Senegal and the Southern end of the Spanish Protectorate of Rio d'Oro in 20° 47' North Latitude (approximately).

*South.*—From Cape Blanco, the Boundary between French Senegal and the Southern end of the Spanish Protectorate of Rio d'Oro in 20° 47' North Latitude (approximately) along that parallel to the Westward to the meridian of 40° West Longitude.

*West.*—From a point in 20° 47' North Latitude and 40° West Longitude along that meridian to the Northward to the coast of Greenland.

## LIMITS OF THE MEDITERRANEAN STATION

*North.*—From the Southern Boundary between Portugal and Spain in  $7^{\circ} 25'$  West Longitude (approximately) by the Southern shores of Europe, the shores of Asia Minor and Arabia (including the Black Sea and Sea of Azov) to Jebel Hasis on the Arabian coast in Latitude  $12^{\circ} 40' 50''$  North, Longitude  $43^{\circ} 31' 40''$  East.

*East.*—By a line drawn between the following positions:—

Latitude  $12^{\circ} 28' 30''$  North, Longitude  $43^{\circ} 19' 45''$  East, and

Latitude  $12^{\circ} 40' 50''$  North, Longitude  $43^{\circ} 31' 40''$  East

(i.e., from the Southern extreme of Ras Siyan on the African coast to Jebel Hasis on the coast of Arabia).

*South.*—From the Southern extreme of Ras Siyan on the African coast in Latitude  $12^{\circ} 28' 30''$  North, Longitude  $43^{\circ} 19' 45''$  East by the shores of the North coast of Africa to the meridian of  $7^{\circ} 25'$  West Longitude.

*West.*—Between the coast of Europe and Africa by the meridian of the Southern Boundary between Spain and Portugal in  $7^{\circ} 25'$  West Longitude (approximately).

## LIMITS OF THE AMERICA AND WEST INDIES STATION

*North.*—From the coast of Asia on the meridian of  $180^{\circ}$  along the shores of the North American Continent to the coast of Greenland on the meridian of  $40^{\circ}$  West Longitude.

*East.*—Along the meridian of  $40^{\circ}$  West Longitude from the coast of Greenland to the Southward to  $4^{\circ} 20'$  North Latitude, thence in a South-Easterly direction to a point on the Equator in  $20^{\circ}$  West Longitude, thence along that meridian to the South Pole.

*South.*—South Pole.

*West.*—From the South Pole along the meridian of  $120^{\circ}$  West Longitude to the Equator, thence to the Westward along the Equator to the meridian of  $150^{\circ}$  West Longitude, thence along that meridian to the Northward to  $30^{\circ}$  North Latitude, thence to the Westward along that parallel to the meridian of  $180^{\circ}$ , and thence to the Northward along that meridian to the coast of Asia.

## LIMITS OF THE AFRICA STATION

*North.*—From a point  $40^{\circ}$  West Longitude and in  $20^{\circ} 47'$  North Latitude along that parallel to the Eastward to Cape Blanco, the boundary between French Senegal and the Southern end of the Spanish Protectorate of Rio d'Oro, in  $20^{\circ} 47'$  North Latitude (approximately), thence by the Southern shores of Africa to Cape Delgado, the Northern boundary of Portuguese East Africa in  $10^{\circ} 40'$  South Latitude (approximately) along that parallel to the eastward to  $55^{\circ}$  East Longitude, thence along that meridian to the Southward to  $30^{\circ}$  South Latitude, thence along that parallel to the Eastward to  $80^{\circ}$  East Longitude.

*East.*—From a point in  $30^{\circ}$  South Latitude and  $80^{\circ}$  East Longitude along that meridian to the Southward to the South Pole.

*South.*—The South Pole.

*West.*—From the South Pole along the meridian of  $20^{\circ}$  West Longitude to the Equator, thence in a North-Westerly direction to a point in  $4^{\circ} 20'$  North Latitude and  $40^{\circ}$  West Longitude, thence along that meridian to the Northward to  $20^{\circ} 47'$  North Latitude.

## LIMITS OF THE EAST INDIES STATION

*North.*—By a line drawn between the following positions:—

Latitude  $12^{\circ} 28' 30''$  North, Longitude  $43^{\circ} 19' 45''$  East, and

Latitude  $12^{\circ} 40' 50''$  North, Longitude  $43^{\circ} 31' 40''$  East

(i.e., from the Southern extreme of Ras Siyan on the African coast to Jebel Hasis on the coast of Arabia, thence by the South shores of Asia (including the Persian Gulf) to Lem Voalan, Salang Island).

*East.*—From Lem Voalan, Salang Island (Latitude  $7^{\circ} 46' N.$ , Longitude  $98^{\circ} 18' E.$ ), thence to Diamond Point, Sumatra (Latitude  $5^{\circ} 16' N.$ , Longitude  $97^{\circ} 30' E.$ ), thence Westward along the North Coast of Sumatra to Achin Head (Latitude  $5^{\circ} 34\frac{1}{2}' N.$ , Longitude  $95^{\circ} 13\frac{1}{2}' E.$ ), thence Southward along the West Coast of Sumatra to the centre of Loong Bay in Latitude  $5^{\circ} 14' N.$ , Longitude  $95^{\circ} 15' E.$ , thence Southward along the meridian of Longitude  $95^{\circ} 15' E.$  to  $30^{\circ} S.$  Latitude.

The island of Rondo (latitude  $6^{\circ} 04\frac{1}{2}' N.$ , longitude  $95^{\circ} 06\frac{3}{4}' E.$ ) and all islands, islets and rocks above high water which lie to the southward and between it and the north-west coast of Sumatra, excluding however, the water which surrounds them, are to be considered as in the China Station.

*South.*—From a point in  $95^{\circ} 15'$  East Longitude and  $30^{\circ}$  South Latitude along this parallel to the Westward to  $55^{\circ}$  East Longitude, thence along this meridian to the Northward to  $10^{\circ} 40'$  South Latitude, thence along this parallel to the Westward to Cape Delgado, the Northern boundary of Portuguese East Africa in  $10^{\circ} 40'$  South Latitude (approximately).

*West.*—From Cape Delgado, the Northern Boundary of Portuguese East Africa in  $10^{\circ} 40'$  South Latitude (approximately) by the East African shore to the Southern extreme of Ras Siyan in Latitude  $12^{\circ} 28' 30'' N.$ , Longitude  $43^{\circ} 19' 45'' E.$

#### LIMITS OF THE CHINA STATION

*North.*—From Lem Voalan, Salang Island (Latitude  $7^{\circ} 46' N.$ , Longitude  $98^{\circ} 18' E.$ ) thence towards the East by the shores of Asia as far as the meridian of  $180^{\circ}$ .

*East.*—By the meridian of  $180^{\circ}$  from the point where that meridian touches the shores of Asia to the Southward to  $4^{\circ}$  North Latitude.

*South.*—From the meridian of  $180^{\circ}$  in  $4^{\circ}$  North Latitude, along this parallel to the Westward to the meridian of  $169^{\circ}$  East Longitude, thence along this meridian to the Southward to the Equator, thence along the Equator to the Westward to  $141^{\circ}$  East Longitude, thence along that meridian to the Southward and along the Eastern Boundary of Dutch New Guinea in about  $141^{\circ}$  East Longitude to its Southern termination in about  $9^{\circ} 30'$  South Latitude, thence in a Westerly direction to a point in  $11^{\circ}$  South Latitude and  $120^{\circ}$  East Longitude, thence along that meridian to the Southward to  $13^{\circ}$  South Latitude, thence along that parallel to the Westward to the meridian of  $95^{\circ} 15'$  East Longitude.

*West.*—From Lem Voalan, Salang Island (Latitude  $7^{\circ} 46' N.$  Longitude  $98^{\circ} 18' E.$ ) to Diamond Point, Sumatra (Latitude  $5^{\circ} 16' N.$ , Longitude  $97^{\circ} 30' E.$ ), thence Westward along the North Coast of Sumatra to Achin Head (Latitude  $5^{\circ} 34\frac{1}{2}' N.$ , Longitude  $95^{\circ} 13\frac{1}{2}' E.$ ), thence Southward along the West Coast of Sumatra to the centre of Loong Bay in Latitude  $5^{\circ} 14' N.$ , Longitude  $95^{\circ} 15' E.$ , thence Southward along the meridian of Longitude  $95^{\circ} 15' E.$  to  $13^{\circ} S.$  Latitude.

In addition, the island of Rondo (latitude  $6^{\circ} 04\frac{1}{2}' N.$ , longitude  $95^{\circ} 06\frac{3}{4}' E.$ ) and all islands, islets and rocks above high water which lie to the southward and between it and the north-west coast of Sumatra, excluding however, the water which surrounds them, are to be considered as in the China Station.

#### LIMITS OF THE AUSTRALIA STATION

*North.*—From a point in  $95^{\circ} 15'$  East Longitude and  $13^{\circ}$  South Latitude along that parallel to the Eastward to the meridian of  $120^{\circ}$  East Longitude, thence along that meridian to the Northward to  $11^{\circ}$  South Latitude, thence in an Easterly direction to the Southern termination of the Eastern boundary of Dutch New Guinea in about  $141^{\circ}$  East Longitude, thence along the meridian of the boundary to the Northward to the Equator, thence along the Equator to the Eastward to  $169^{\circ}$  East Longitude.

*East.*—From a point on the Equator in 169° East Longitude, along that meridian to the Southward to 1° South Latitude, thence along that parallel to the Eastward to the meridian of 170° East Longitude, thence along that meridian to the Southward to 32° South Latitude, thence along that parallel to the Westward to the meridian of 160° East Longitude, thence along that meridian to the South Pole.

*South.*—The South Pole.

*West.*—From the South Pole by the meridian of 80° East Longitude to the Northward to 30° South Latitude, thence along that parallel to the Eastward to the meridian of 95° 15' East Longitude, thence along that meridian to the Northward to 13° South Latitude.

#### LIMITS OF THE NEW ZEALAND STATION

*North.*—From a point in 169° East Longitude and 4° North Latitude along that parallel to the meridian of 180°, thence along that meridian to the Northward to the parallel of 30° North, thence along that parallel to the meridian of 150° West Longitude, thence Southward along that meridian to the Equator, thence Eastward along the Equator to the meridian of 120° West Longitude.

*East.*—From a point on the Equator in 120° West Longitude, along that meridian to the South Pole

*South.*—The South Pole.

*West.*—From the South Pole along the meridian of 160° East Longitude to 32° South Latitude, thence along that parallel to the Eastward to the meridian of 170° East Longitude, thence to the Northward along that meridian to 1° South Latitude, thence along that parallel to the Westward to 169° East Longitude, thence along that meridian to the Northward to 4° North Latitude.

#### 1793.—*Issued Confidentially.*

#### 1976.—**Audit of Ships' Central Store Accounts—Status and functions of Officers of Exchequer and Audit Department**

##### *Ships and Shore Naval Establishments Centrally Stored*

(N.S. 9168/33.—24.8.1933.)

The attention of Their Lordships has been drawn to the fact that considerable uncertainty exists as regards the status and functions of the Auditors who periodically visit H.M. ships to audit the store accounts, and who are occasionally confused with the Assistant Inspecting Officers of the Naval Store Department. The latter, who should not be referred to as Auditors, are subordinate officers of the Admiralty whose function it is to carry out a detailed examination of the transactions in ships' accounts, to conduct periodical stocktakings, and to advise, as required, in matters of stowage, etc. The Auditors, on the other hand, are not Admiralty officials, but officers of the Comptroller and Auditor-General's Department, whose functions are purely critical.

2. The Comptroller and Auditor-General is responsible direct to Parliament for auditing the accounts of every department of State, not only to see that the system of accounting is being carried out satisfactorily, but also to discover any irregularities which may have taken place. He can only be removed from office on an address to the Crown of both Houses of Parliament.

3. Copies of all queries raised by the Comptroller and Auditor-General's local officers, together with the replies, are forwarded to the headquarters of the Exchequer and Audit Department, by whom important questions are passed to the department concerned, *i.e.*, Admiralty, War Office, etc.; while all matters considered of sufficient importance are included in the Comptroller and Auditor-General's annual reports to the House of Commons (*i.e.*, the Reports on the Appropriation Accounts), and form the basis of enquiry by a Committee of the House of Commons known as the Public Accounts Committee in the course of their annual examination of Government accounts. The Accounting Officers of the Departments concerned, *e.g.*, in case of the Admiralty, the Secretary, appear before this Committee for examination. The Reports of the Committee, together with the evidence, are published.

4. Under the old system of storekeeping, ships' accounts were closed at the end of a commission, when it was possible to forward them to the auditors for examination at headquarters. On the introduction of central storekeeping, however, the store ledgers were made continuous, which rendered it impossible for them to be forwarded to the auditors. It therefore became necessary for these officers to visit ships in person to carry out their audit; and every facility should be accorded to them during their official visits to H.M. ships and establishments in connection with this duty.

5. All officers of the Exchequer and Audit Department are of ward room status.

### 2017.—Sailing Orders for H.M. Ships

(M. 4014/33.—31.8.1933.)

In future, sailing orders will not be issued from the Admiralty except in special circumstances. Both at home and abroad they are to be issued by the Commander-in-Chief or Senior Naval Officer under whose immediate orders the ship is serving at the time. When a ship leaves the United Kingdom for abroad this officer will normally be the Commander-in-Chief of the home port responsible for preparing the ship's final programme, who is to send a copy of the sailing orders to the Admiralty for information.

2. If circumstances should necessitate the issue of revised sailing orders after the departure of a ship from her original port, a copy of the revised orders is to be sent to the officer by whom sailing orders were originally issued, and to the Admiralty for a ship on passage to or from a foreign station.

3. In the case of ships building by contract, the Commander-in-Charge, Contract Built Ships, is to issue sailing orders *except* when the Commanding Officer of the ship concerned is of senior rank, when the Commanding Officer is to make out his programme of sailing, etc., forwarding a copy to the Commander-in-Chief of the home port concerned.

4. While it should continue to be the normal practice to issue sailing orders in writing, they may be issued by signal in emergency or when written orders are not considered necessary, such as for routine sailings.

### 2520.—Parachutes and Flotation Equipment—Wearing by Fleet Air Arm Personnel

(M. 4586/33.—19.10.1933.)

#### PARACHUTES

In all Fleet Air Arm aircraft *pilots* are to wear parachutes with quick-release harness at all times when flying. All other occupants are to wear the harness, the packs being stowed in the appropriate position in the aircraft.

2. Lap type parachutes are not to be worn by crews of aircraft during catapulting.

3. Personnel in such aircraft are to be equipped with either the fixed seat type or the detachable type of parachute. The latter must be securely stowed within the fuselage prior to catapulting.

#### FLotation EQUIPMENT

4. All occupants of aircraft are to wear standard flotation equipment when flying over the sea.

### \*2525.—Facilities to Film Producing Companies—Procedure

(M./N. 4964/33.—19.10.1933.)

All applications from film producing companies for facilities to take cinematograph pictures in H.M. ships or Naval establishments, or involving assistance from Naval personnel, should be referred to the Admiralty for decision.

2. Except where the request concerns the recording of events of topical or news interest, where no deviation from the normal routine is involved, it is the practice of the Admiralty to charge a fee in return for the facilities afforded, the receipts being equally divided between Naval funds and the Sports Control Board.

### 2711.—S O S Distress Calls

(M. 4313/33.—16.11.1933.)

(*This reprint embodies A.F.O. 1043/37.*)

Attention is directed to the regulations regarding Danger and Distress Signals contained in the Admiralty List of Wireless Signals, 1934, Vol. II, pages 207–213.

2. The following arrangements have been adopted in conjunction with the G.P.O. and Board of Trade regarding distress calls received or intercepted in Home Waters :—

#### Section (I) Post Office Coast W/T Stations

3. The action which will be taken by Post Office Coast W/T Stations on receipt of distress signals is shown in the following instructions which have been issued by the G.P.O. :—

4. **Distress Signals Procedure when actually dealt with by Station.**—On receipt of the Distress Signal (S O S) all signalling is at once to cease and every effort made to assist the signal through to its destination.

5. In the event of the Station receiving an SOS message addressed to the Station, or not addressed to any specific Station, provided that the position of the distressed vessel is within the area included between the parallels of latitude 49 deg. and 61 deg. north and the meridians of longitude of 3 deg. east and 9 deg. west, the following instructions (A), (B), (C), and (D) are to be observed :—

(A) Advise the appropriate Liaison Coastguard Station according to Table A, below, giving the fullest information possible. The Wireless Station will indicate where there is any doubt as to the position of the vessel in distress, as received by the operator, and, in any such doubtful cases, will confirm or correct the position given as soon as possible.

6. **Action taken by Liaison Coastguard Station.**—The Coastguard Station will, on receipt of the information from the Wireless Station, at once plot the position on the chart and ascertain off the coast of which Coastguard district the vessel in distress lies. If in the Home district, the appropriate Lifeboat Station will be advised direct and any other necessary action taken. If, however, another district is concerned, the Coastguard Station will, by the most rapid means possible, pass the information to the District Officer of that district—and in certain circumstances to the Coastguard Station nearest to the position of the vessel in distress—the position being given in latitude and longitude or as originally received from the Wireless Station.

(B) Advise the Commander-in-Chief of the area in which the Coast Wireless Station is situated (*see* Table A at end of this Order for addresses).

The text of this advice should normally be in the following form :—

“ Following received from (name of distressed vessel or vessel giving information) at (time received) G.M.T. begins (quote details as received) ends = .....Radio.”

(C) Inform Lloyd's, who will take all necessary action in regard to communicating with Tug Owners, etc., using the same form of advice as for Commander-in-Chief.

(D) Make special report to Inspector of Wireless Telegraphy, in writing, together with relative log extracts and the times at which advices were sent to the Authorities concerned.

7. The nationality of the ship involved should be included in all distress reports to the above authorities.

8. All subsequent information regarding the Distress Call, such as assistance being given by other vessels, or any developments such as correction of position, etc., must be communicated to the authorities in (A), (B), and (C) above, as soon as available.

9. It will be seen that the Wireless Station acts as a handing over station between the distressed vessel and the Authorities responsible for rendering assistance from the shore. When the Coastguard organisation has taken the necessary action to despatch or arrange for such assistance as may be possible, the action taken will be reported to the Wireless Station in order that, if possible, the vessel in distress may be notified of the nature of the assistance arranged, or, alternatively, notified that the Coastguard has not been able to arrange assistance from the shore.

10. All communications to and from the authorities mentioned in (A), (B), and (C) must be written on the appropriate telegraph forms and be included in the station returns.

11. A Coast Station must not in any circumstances instruct any ship to give assistance, but may if it appears desirable inform a ship that she appears to be the nearest to the ship in distress and ask whether she proposes going to the assistance of the distressed vessel. If the Master does not propose to do so the Coast Station may ask the reason and inform a second or third ship that she appears to be next in order of usefulness.

12. Such signals should take the following form :—

(1) You appear to be nearest to—are you going to her assistance.

(2) You appear to be nearest available ship to — are you going to her assistance.

In the case of (2) the reason why the nearest ship is unable to give assistance may be given if it seems desirable.

13. **Ships in Distress not Fitted with Wireless.**—In cases where a ship in distress is not fitted with wireless apparatus, any action taken on her behalf by another ship which is fitted should be regarded in the nature of distress working and should be treated accordingly.

14. **Procedure when Intercepted but not actually dealt with by Station.**—The above procedure is also to be followed where a Coast Station intercepts a distress call from a position *inside* the area defined in para. 5, unless it is clear that the call is being dealt with by another British Coast Station. In the latter case no action is necessary beyond submitting a report to the Inspector of Wireless Telegraphy in the following terms :—

“ At.....on.....a distress call from.....was heard.  
It was dealt with by.....”

15. In any case of doubt, discretion in favour of reporting to the Authorities named should be exercised.

16. Where distress messages from positions *outside* the area defined in paragraph 5 are dealt with or intercepted by a British Coast Station instructions (B), (C), and (D) only are to be followed, i.e., no report should be made to the Liaison Coastguard Station. See paragraph 14 above with regard to reporting intercepted distress calls to the Inspector of Wireless Telegraphy.

17. It is important to note that the Naval authorities must be advised by at least one Coast Station of every distress call dealt with or intercepted.

18. The Officer-in-Charge should make the best possible arrangements, and local instructions for dealing with distress messages should be prominently displayed for the guidance of the staff.

19. If a distress call is addressed to a particular station, and another station intercepting it finds that the station to which it is addressed has difficulty in dealing with it, the second station should do all in its power to give effect to the call.

20. The text of, or information contained in, a private message bearing a specific address, even if it is actually prefixed by "S O S," is never to be communicated to any other than the addressee.

21. **Information relating to Grounding of Vessels and other Casualties.**—Should information relating to the grounding of or other mishap to a vessel be received at a Wireless Station, the Liaison Coastguard Station should not be advised unless such information would normally be sent to Lloyd's, or permission has first been obtained from the sender for the information to be reported to Lloyd's.

22. Circumstances may arise in which messages from the Liaison Coastguard Station to other authorities cannot be passed as expeditiously by telephone as by telegraph. In such cases the messages will be passed by the Coastguard to the Wireless Station which is directly connected with the telegraph system and which will forward such messages for the Coastguard.

23. **Irish Free State.**—Malin Head should advise its appropriate Liaison Coastguard Station (which is situated in Northern Ireland) of distress calls within the area defined in paragraph 26 and both Malin Head and Valentia should, if necessary, advise "Transmarine Dublin" of all distress calls whether dealt with or intercepted.

24. These Stations should also advise the lifeboat authority believed to be nearest to the vessel in distress if such authority is situated in the Irish Free State, and should in all cases advise the authorities mentioned in instructions (B), (C), and (D).

25. In the event of a casualty being nearer to the Irish Free State Coast than it is to the English or Welsh Coast, "Transmarine Dublin" should be informed direct, in addition to the usual advices issued to the other Authorities. In any such case, the advice to the Coastguard Liaison Station should include the words "Transmarine Dublin informed."

26. The following action should also be taken by Valentia and Malin Head on the receipt or interception of a distress call from a vessel in distress on the coasts of the Irish Free State or between the parallels of latitude 51 degrees and 56 degrees north and the meridians of longitude 5 degrees and 11 degrees west.

(1) Notify nearest Coast Life Saving and Lifeboat Stations.

(2) (a) If on *East Coast*, notify Mr. T. Casement (Telegraphic address :—"Casement, Suptmarine, Dublin").

(b) If on *South Coast*, notify Mr. J. Morgan (Telegraphic address by day :—"Morgan, Shipsurvey, Cork"); (Telegraphic address by night :—"Morgan, Bishopstown 60 Cork").

(c) If on *West* or *North-west Coast*, notify Mr. E. McQuillan (Telegraphic address :—"McQuillan, Galway, 51").

(3) In all cases notify Department of Industry and Commerce, Transport and Marine Branch (Telegraphic address :—"Transmarine, Dublin"), stating the action taken under (1) and (2).

27. **Ships in Distress at Distance of over 300 Miles from nearest Coast Station.**—Coast Stations intercepting an S O S call from a ship in distress at a distance of more than 300 miles from the nearest Coast Station should, in addition to following the foregoing general instructions, advise Portishead Radio by service message.

28. **Portishead Broadcasting Distress Information.**—Portishead will, if the advice is received during the 143 kc/s period (35 to 45 minutes past each hour) immediately broadcast the information on 143 kc/s, and, after dealing with any replies which may be received, broadcast on the working wave or waves in use at the time. The information will also be broadcast, if necessary, during the next traffic call period (30 to 35 minutes past each second hour, commencing at 0030 G.M.T.) on 149 kc/s.

If the advice is received during a traffic call period the information will immediately be broadcast on 149 kc/s, and thereafter as detailed above.



If the advice is received outside the traffic call and 143 kc/s periods, the information will immediately be broadcast on the working wave or waves in use at the time, and thereafter on 143 kc/s during the next 143 kc/s period, and also, if necessary, during the next traffic call period.

29. **Broadcasting of SOS Messages by B.B.C.**—Arrangements have been made between the Board of Trade, General Post Office, and the B.B.C. for regulating the broadcasting by the latter of SOS messages received from vessels at sea under certain circumstances.

### Section (II) Naval W/T Stations

30. In the event of any Naval W/T Station intercepting or receiving a distress call, action is to be taken only when it cannot be definitely established that the call is actually being dealt with by the proper Post Office W/T Station. In such cases the following action is to be taken :—

- (1) If the distress signal is from a vessel in the area included between the parallels of latitude 49 deg. and 61 deg. north and the meridians of longitude 3 deg. east and 9 deg. west, the following are to be informed by the quickest possible method :—
  - (a) The Wireless Liaison Coastguard Station (*see* Table B at end of this Order) which will take all necessary action to inform the Lifeboat Authorities or other Coastguard Stations.
  - (b) The Naval Commander-in-Chief of the area in which the W/T Station is situated.
  - (c) Lloyd's, who will take all necessary action in regard to communicating with Tug Owners, etc.
- (2) If the distress signal is from a vessel in a position outside the area defined in (1) above, authorities (b) and (c) only are to be informed. Exceptionally, similar action to that indicated under Irish Free State should be taken in the case of a distress signal received from a vessel within the area of the Irish Free State. In addition, if the vessel in distress is at a distance of more than 300 miles from the nearest G.P.O. Coast W/T Station, Portishead W/T Station is to be informed for purposes of broadcasting as laid down in the instructions to Post Office Coast W/T Stations given in Section (I) of this Order.

### Section (III) H.M. Ships

31. It is the duty of the ship which considers herself nearest to a ship in distress to answer the distress messages, obtaining the position, if that has not already been given, and to report the action being taken to the nearest commercial Coast Station.

32. It is the duty of the Coast Station nearest to the ship in distress to exercise general supervision of W/T traffic, ascertain what action is being taken, and inform all the appropriate authorities under the instructions contained in this Order.

33. Any of H.M. Ships, if nearest to the ship in distress, should take action as above.

If not nearest to the ship in distress but sufficiently near to be of use, she should stand by to take any useful action as opportunity offers and in any case should also report fully to the Commander-in-Chief of the area in which the distress signal originated using a Naval Station to avoid interference with the distress signals.

### Section (IV) General

34. The Commander-in-Chief is responsible for any Naval action taken within his command on receipt of a distress call.

35. When a report of a distress call is received from a W/T Station the Naval Authority receiving the report should, if the ship in distress is not in his command, inform :—

- (a) The Naval Authority in the command in which the ship is situated, and
- (b) The Naval Authority nearest the ship where this is not covered by (a).

36. Action by Naval Authorities or H.M. Ships is called for only when immediate assistance, not otherwise forthcoming, is required to save life and/or property.

Competition or interference with commercial undertakings for dealing with marine contingencies should be avoided.

37. If a vessel in distress sends a message asking for assistance as a private message bearing a specific address and no general distress message is sent out, the Naval Authorities concerned are relieved of all responsibility for taking any action. This differentiation between private signals and general distress calls has been made clear by the Board of Trade in a Notice to Mariners, the text of which is as follows :—

“The attention of Masters is called to the fact that if a vessel in distress sends a message asking for assistance as a private message bearing a specific address and no general distress message is sent out, the Public Departments concerned will be unable to render assistance to the vessel in question or to take steps to make the need generally known in order that other ships or persons may render assistance.”

**TABLE A**

*List of Post Office Wireless Stations with Naval Areas in which they are situated.*

*Telegraphic Addresses of Commanders-in-Chief of Areas and Liaison Coastguard Stations.*

<i>Wireless Station.</i>	<i>Naval Area.</i>	<i>Telegraphic Addresses of Commanders-in-Chief.</i>	<i>Liaison Coast- guard Station.</i>
Wick ... ..	Coast of Scotland	Admiral, Rosyth ...	Wick.
*Cullercoats ...	Nore ... ..	Admiral, Chatham ...	Blyth.
Humber ... ..	Nore ... ..	Admiral, Chatham ...	Mablethorpe.
North Foreland	Nore ... ..	Admiral, Chatham ...	Ramsgate.
Niton ... ..	Portsmouth ...	Admiral, Portsmouth	Ventnor.
Portishead ...	Plymouth ...	Admiral, Devonport ...	—
Land's End ...	Plymouth ...	Admiral, Devonport ...	St. Ives.
**Burnham ...	Plymouth ...	Admiral, Devonport ...	Mumbles.
†Seaforth ...	Plymouth ...	Admiral, Devonport ...	Hoylake.
Portpatrick ...	Plymouth ...	Admiral, Devonport ...	Portpatrick.
†Malin Head ...	Plymouth ...	Admiral, Devonport ...	Donaghadee.
†Valentia ...	Plymouth ...	Admiral, Devonport ...	—

\* Cullercoats also to advise Admiral, Rosyth.

† Malin Head and Valentia also to advise the Department of Industry and Commerce, Dublin. (Telegraphic address : “Transmarine, Dublin.”)

‡ Seaforth also to advise Marine Superintendent, Mersey Docks and Harbour Board by telephone regarding vessels in the vicinity of Liverpool.

\*\* Coastguard Croyde is also advised of casualties off the North Devon Coast.

**TABLE B**

**LIST OF R.N. SHORE W/T STATIONS, WITH THEIR RESPECTIVE  
WIRELESS LIAISON COASTGUARD STATIONS**

Rosyth ... ..	Elie.
Scarborough ...	Whitby.
Cleethorpes ...	Mablethorpe.
Nore ... ..	Ramsgate.
Culver Cliff ...	Ventnor.
Portland Bill ...	Wyke.
Devil's Point ...	Hope Cove.

**2761.—Combined Exercises with Army—Expenses**

(E. 244/33.—23.11.1933.)

The following general rules as to the incidence of expenses are to be observed when combined exercises are carried out in conjunction with the Army.

2. If services are performed by the Fleet or a Naval establishment of a nature which the Navy might be expected to undertake in an actual operation, though they are in fact carried out for the immediate requirements of the Army, the expenses are to be charged to the Navy Votes normally bearing similar expenses for purely Naval exercises.

3. If the services performed are of a nature which would not be a Naval responsibility in an actual operation, any additional expense or the cost of dockyard services should be claimed from the local military authorities.

4. Combined exercises on a scale likely to involve expenditure beyond normal allowances should be arranged only with Admiralty approval.

5. The term "combined exercises" is not intended to cover services such as the provision and towage of targets or target ships for coast defence firings, or those rendered in connection with trials of material. The expenses of such services are normally recoverable and any cases of importance should be referred to the Admiralty for consideration on their merits.

**2762.—Sleeve Targets—Method of Streaming from Aircraft**

(N.A.D. 586/33.—23.11.1933.)

In view of the difficulties which have been experienced in the past in streaming and winding in the sleeve targets from aircraft, the following method is to be used in future in aircraft of the Fleet Air Arm. (*See also* Diagrams A and B) (E.F.O. 132/33 (1-2).)

2. The auxiliary wire attached to the sleeve target is to be replaced by a convenient length of standard Naval hemp signal halyard (Pattern C.1576) with an eye splice made at each end.

A length of 25-30 ft. is sufficient in a Fairey III.F to ensure that when the target is towed at short span it is about 10 ft. clear of the tail of the aircraft.

3. The sleeve target is made fast to one end of the hemp signal halyard by means of double kite cord (Air Min. Stores Ref. 32A/9). The other end of the length of hemp signal halyard is attached to the shackle of the main wire by a similar double kite cord.

4. *Method of Operation.*—When at a suitable height, the observer informs the pilot who throttles back and flies on a steady course. The bomb sight door is then opened and the whole length of signal halyard is thrown down at once and *not* paid out gradually.

This is best done by carefully coiling down the signal halyard as for throwing a heaving line.

When the bight of signal halyard is free below the fuselage of the aircraft, the operator then launches the folded target through the aperture.

The target, still folded, falls down and backwards until it is brought up all standing at the end of the halyard and opens.

In order to release the sleeve target the kite cord connecting the sleeve to the signal halyard is cut by a sharp knife.

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# 1934

## 121.—Entertainment Funds—Regulations and Procedure— REPORT

(M. 5736/33.—18.1.1934)

The following regulations governing the entertainment funds and rules of procedure to be observed in applying for grants therefrom are promulgated for information and guidance :—

2. Grants may be made from either the Flag Officers' Fund or the Ships' Entertainment Fund for the cost of entertainments given by Flag Officers or ships respectively, to officers or officials of the Dominions or Colonies or of foreign countries only. In this connection it must be recognised that the casual entertainment of such officers has always been regarded as the exercise of hospitality which is in accordance with the customs of the Service: these funds are only intended to be used on occasions when the hospitality exercised by fleets or ships becomes a matter of international or imperial policy involving an expenditure beyond that which an officer might properly be expected to incur.

3. Grants cannot be made from these funds towards expenses incurred in the entertainment of civil officials at Home Ports in return for hospitality which they have extended to the Fleet.

4. A Commander-in-Chief to whom definite maximum grants have been allocated from the Funds need no longer make prior application for particular grants. Instead he is to administer the Funds at his disposal himself, weighing applications and scrutinising claims with due regard to the general necessity for economy and particularly to the calls likely to be made on his allocation during the rest of the financial year.

5. Any Naval Authority to whom no allocation has been made should make prior application to the Admiralty, should he foresee the necessity for incurring expenditure on official entertaining.

6. Whenever a grant is made for official entertaining details of the expenditure actually incurred are to be reported *as soon as possible* thereafter, to include the following particulars :—

- (i) Date of entertainment.
- (ii) Place of entertainment.
- (iii) Nature of entertainment.
- (iv) Number of guests present.
- (v) Names, rank, etc., of important guests.
- (vi) Expenses incurred on—
  - (a) Catering, wines, and tobacco.
  - (b) Miscellaneous charges.

7. Care is to be taken to ensure that the expenditure is brought to account in the financial year during which it was incurred.

## 568.—Submarine Salvage and Rescue

(M.F. 07066/33.—15.3.1934.)

The Board have recently had under review the question of the steps necessary for saving life in the event of the sinking of a submarine.

2. Experience has shown that, except in very special circumstances, salvage of a submarine in time to save life is impracticable. Even in special circumstances, such as a submarine sinking in sheltered water, escape by the Davis Submerged Escape Apparatus would probably be the most efficacious. It has been decided, therefore, that this apparatus, with which all submarines are equipped, is to be relied upon for the escape of the crew in all circumstances.

3. Local organisation should accordingly be directed to vessels proceeding with the utmost despatch to the scene of the disaster to locate the submarine and pick up any men who have made, or may be about to make, their escape, and subsequently to provide medical attention as necessary. As soon as the submarine has been located or when, in the opinion of the Senior Officer, her position is sufficiently accurately known, twelve  $\frac{1}{2}$ -lb. charges are to be fired in the vicinity. This is a signal to any men imprisoned in the submarine that surface vessels have arrived and that escape by means of the Davis Submerged Escape Apparatus can be attempted with every prospect of rescue. The charges should be fired at least  $2\frac{1}{2}$  cables from the position of the submarine in case any men are making their escape at the time.

## 619.—Sea Fisheries Acts and Conventions—Enforcement

(M. 1023/34.—22.3.1934.)

The following particulars with regard to the enforcement of the Sea Fisheries Acts and Conventions are promulgated for information:—

2 The enforcement of the Sea Fisheries Acts and Conventions is placed in the hands of Sea Fishery Officers appointed by the Governments who have signed the Conventions.

3. All Commissioned Officers of H.M. ships on full pay are *inter alia* British Sea Fishery Officers and can exercise jurisdiction as such.

4. The duties of British Sea Fishery Officers and the offences which may be dealt with by all British Sea Fishery Officers are dealt with in Chapter 11 of the Sea Fisheries Manual, 1926, an extract from which is given below. Normally these duties will be carried out by vessels under the orders of the Captain F.P. & M. but action may be taken by other officers when offences come to their notice. If a fishery cruiser is in the vicinity, the attention of the Commanding Officer should be drawn to the irregularity observed as it is preferable that the action should be taken by an officer specially appointed for Fishery Protection Service duties.

5. The following is an extract from the Sea Fisheries Manual:

### Chapter II.

5. Offences which may be dealt with by all British Sea Fishery Officers.—In the exercise of these duties, a British Sea Fishery Officer has authority to deal with the following offences with regard to all fishing vessels inside British Exclusive Fishery Limits and British fishing vessels anywhere:—

- (1) Causing injury to any person belonging to another boat, or damaging another sea fishing boat, or damaging gear belonging to another sea fishing boat.
- (2) Concealing nationality.
- (3) Anchoring between sunset and sunrise among drifters.
- (4) Improperly shooting nets near other vessels when drifting.
- (5) Anchoring nets on a drift net fishing ground.
- (6) Making fast to another boat's gear.
- (7) Failure of trawlers to keep clear of drifters and long liners.
- (8) Cutting entangled nets without mutual consent or necessity.
- (9) Cutting entangled long lines without necessity.
- (10) Neglecting to rejoin long lines cut by necessity.
- (11) Lifting gear, the property of others.
- (12) Using an instrument for cutting or destroying nets or having such an instrument on board.
- (13) Failing to hand over gear salvaged.
- (14) Failing to observe the Collision Regulations. This applies to Icelandic and Faroese waters only.

- (15) In English Channel only. Fishing for oysters or carrying oyster dredgers between 16th June and 31st August. This applies also to French fishing vessels.
- (16) Not conforming to the international rules for lights at sea.
- (17) Discharging fire arms.
- (18) Throwing missiles.
- (19) Using threatening language.
- (20) Fighting or brawling.

And with regard to British vessels only:—

- (21) Being improperly marked, or gear being improperly marked, or carrying nets of mesh under regulation size for use beyond the three mile limit.
- (22) Not having Certificate of Registry on board.

And with regard to foreign vessels only:—

- (23) Fishing within British exclusive fishery limits.
- (24) Entering British exclusive fishery limits for a purpose not recognised by International Law.

It is also an offence in the British Isles to manufacture, sell or expose for sale, any instrument serving only or intended to damage or destroy fishing implements.

\* \* \* \* \*

7. Powers of British Sea Fishery Officers under the Sea Fisheries Act, 1883.—A British Sea Fishery Officer may for the purpose of dealing with offences specified in paragraph 5, exercise the following powers over all fishing vessels inside British exclusive fishery limits and British fishing anywhere.

He may—

- (1) Board any sea fishing boat.
- (2) Require the production of official papers.
- (3) Muster the crew.
- (4) Require information of the Master.
- (5) Examine her gear.
- (6) Seize illegal instruments.
- (7) Hold inquiries on oath.
- (8)\*Take an offending boat into any convenient port and detain her.

Foreign fishing vessels observed fishing within the exclusive fishery limits may be pursued and arrested outside such limits, and taken to a British port for prosecution, provided that the pursuit is continuous and undertaken immediately on the commission of the offence.

\* \* \* \* \*

#### *Chapter VI.*

1. *Arrest and Bringing into Port.*—A foreign vessel found fishing within British territorial waters should be seized and brought into the nearest suitable port, preferably one where there is an agent of the Solicitor to the Board of Trade.

2. *Information to Customs, etc.*—The Commander should at once inform the nearest Collector or Principal Officer of Customs and Excise, and if the Solicitor to the Board of Trade has a duly appointed agent, that officer also. (*See list in Appendix O.*) The Collector or Principal Officer will telegraph the particulars to the Board of Trade, who will give the necessary instructions to their Solicitor. The Solicitor will instruct his agent for the purpose of the proceedings.

\* An opinion has been given by the Scottish Law Officers of the Crown that in cases where the seizure of fishing gear is authorised and appropriate it is competent in the exercise of this power to seize and detain the gear and to release the vessel thereafter. This opinion is being acted on in Scotland.

1117. } *Issued Confidentially.*  
1164. }

### 1167.—Salvage of Aircraft Wreckage

(N.A.D. 115/34.—24.5.1934.)

When Fleet Air Arm aircraft crash or make a forced landing in the sea, care is to be taken to salve all wreckage which has not sunk. No traces of the aircraft, which may be reported by shipping, should be allowed to remain adrift.

2. This Order also applies to dummy aircraft used for experimental work, and to parts of aircraft which have to be disposed of overboard.

1250.—*Issued Confidentially.*

### 1976.—Visits between Officers of H.M. Fleet and H.M. Diplomatic and Consular Representatives

(M. 3980/34.—6.9.1934.)

With reference to King's Regulations and Admiralty Instructions, Articles 97 and 98, the following is an extract from a circular despatch issued by the Foreign Office concerning questions of precedence which may arise on the occasion of visits by units of H.M. Fleet to ports at which Dominion as well as United Kingdom diplomatic and/or consular officers are stationed:—

In the case of visits of United Kingdom ships, United Kingdom diplomatic and/or consular officers should, irrespective of their seniority in the matter of rank or of residence at their posts, take precedence of their Dominion colleagues. Conversely, in the case of visits of ships of a Dominion navy to ports at which are stationed diplomatic and/or consular officers of that Dominion, United Kingdom officers should yield precedence to them irrespective of seniority of rank or residence.

Visits may be paid from time to time by His Majesty's ships belonging to one Dominion to ports at which are stationed diplomatic and/or consular officers not of that Dominion but of another; for example, the visit of one or more of His Majesty's Australian ships to the port of Yokohama, in Japan, in which country Canada, but not Australia, has separate diplomatic representation. In cases of this kind, United Kingdom officers should raise no objection if their Dominion colleagues claim precedence in virtue of seniority.

(*K.R. and A.I., Arts. 97 and 98.*)

2551.—*Issued Confidentially.*

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# 1935

## \*78.—Entertainments Tax

(N.L. 3937/34.—10.1.1935.)

Payment of entertainments duty will not be required in respect of Service entertainments, provided that application is made to the Secretary, Custom House, London, E.C.3, as long as possible beforehand, and in any case not later than eight days before the entertainment, showing that the entertainment or series of entertainments complies with the following conditions:—

- (i) The entertainment must be provided with the express sanction of the Naval, Military, or Air Force Authorities.
- (ii) The management must be entirely in Service hands and not contracted out, *i.e.*, all the arrangements must be made directly by the Naval, Military, or Air Force officers concerned.
- (iii) The net proceeds must be devoted entirely to Service objects.
- (iv) The performers must not be paid.
- (v) Admission must be confined to members of the Forces of the Crown in uniform, their families, and their female friends. Exception may, however, be made in favour of Canteen Attendants permanently borne in H.M. ships. Canteen Attendants are only to be admitted on the production of the Entertainments Pass, supplies of which should be demanded by Senior Naval Officers from the Royal Naval Store Officer, Deptford.

2. If the whole of the takings of an entertainment are devoted to charitable or philanthropic purposes, without any charge for the expenses on the takings of the entertainments or the funds to which the takings are devoted, payment of duty will not be required. If the expenses are met by donations from other sources given for the express purpose, this fact will not, however, disqualify the entertainment for exemption. Application for exemption in this case should be made as described in paragraph 1, but in any case not later than fourteen days before the entertainment.

3. The Commissioners of Customs and Excise, upon receipt of applications, which must be accompanied by the requisite authority from the Commanding Officer of the ship or establishment concerned, will issue a certificate, which can be produced to any officer of Customs and Excise, to the effect that the entertainment or entertainments in question are not liable to duty. A form of application (headed "Charities Application for Exemption") is provided, copies of which may be obtained from any Customs and Excise Office, or from the Secretary, Custom House, London, E.C.3.

4. If the whole of the net proceeds are devoted to philanthropic or charitable purposes, and the whole of the expenses do not exceed 50 per cent. of the receipts, the amount of the Tax paid in respect of the entertainment is repayable to the proprietor. Application for the Repayment of Tax must be made to the Commissioners on the prescribed form (headed "Charities Claim for Repayment"), copies of which may be obtained from any Customs and Excise Office, or from the Secretary, Custom House, London, E.C.3.

### 5. Definition of Terms.

- (i) The expression "takings of an entertainment" includes not only all money taken for admission, but also all takings from any source whatever in connection with the entertainment.
- (ii) The expression "receipts" includes not only money received for admission, but also all receipts from any source whatever in connection with the entertainment.
- (iii) The expression "expenses" includes expenses of all kinds in connection with the entertainment.



**\*105.—Salvage of Torpedoes—International Convention**

(M. 5758/34.—17.1.1935.)

The following International Convention relating to the Salvage of Torpedoes, signed in Paris on 12th June, 1934, is promulgated for information :—

The Governments of Belgium, Spain, France, United Kingdom of Great Britain and Northern Ireland, Irish Free State, Italy, the Netherlands, Portugal,

Being desirous of establishing a scale of rewards to be paid for the salvage of torpedoes, have agreed upon the following articles :—

1. The nationals of a Contracting Government are entitled to receive the rewards defined in article 2 of the present Convention :—

- (a) When they furnish to the nearest maritime authority (port or customs) information resulting in the recovery of a torpedo lost by another Contracting Government ;
- (b) When they return to the authority designated in paragraph (a) a torpedo, the place of loss of which has not been previously announced in accordance with the rules and regulations in force in the country concerned, or the search for which has been definitely abandoned by the military authorities.

2. The rewards shall be paid on the basis of the following table and at the rate of exchange prevailing at the date of salvage :—

Nature of service rendered.	Torpedo fit for use.	Torpedo not fit for use.
Information furnished under the conditions of paragraph (a) of article 1 ... ..	£ 2	£ 1
Torpedo found on the coast or less than 2 miles from the coast and handed over to the local authorities ...	10	5
Torpedo salvaged more than 2 miles from the coast and returned to the local authorities ... ..	30	15

3. In the event of special arrangements being necessary for the salvage of a torpedo, a detailed report on them shall be made to the Ministry of Marine concerned and all arrangements for the recovery of the torpedo shall be subject to a contract independent of the present Convention.

4. The payment of the rewards laid down in article 2 shall be effected through the agency of the Ministry of Marine of the Contracting Government, to whom the salvaged torpedoes belong. The Ministry of Marine of the country of which the salvors are nationals, or another Ministry named by the Government of that country, shall serve as intermediary between the parties.

5. Beyond the rewards indicated in article 2 above, there shall not be due to the salvors any allowance for losses, injuries, loss of profits or other damages suffered at the time of the salvage.

6. The amounts of the rewards indicated in article 2 may be revised at the request of one of the Contracting Governments.

7. The widest publicity shall be given to the foregoing provisions, which shall more particularly be brought to the notice of the coastal population by the maritime authorities of each of the Contracting Governments.

8. Any disputes which may arise in respect of the salvage of torpedoes are within the competence of the maritime authorities of the interested Governments, and cannot form the subject of legal proceedings. If cases arise, appeal may be made to arbitration. In this case the dispute shall be submitted to the maritime authorities of a Government not concerned in the incident but signatory of the present Convention or to any other Arbitrator chosen by agreement.

In witness whereof the undersigned, duly authorised, have signed the present Convention, which shall enter into force on the date of signature and shall remain in force, subject to denunciation by one or other of the Contracting Governments, such denunciation to be notified to each of the Contracting Governments six months in advance.

Such denunciation shall only have effect as regards the Government which has notified it.

Done at Paris, the 12th June, 1934.

So far as Belgium is concerned, this Convention shall only enter into force after its publication in the legal forms prescribed by Belgian legislation.

(*K.R. and A.I. Article 906.*)

## 156.—The Phrases “Intend to” and “Propose to”—Use of

(M. 270/34.—24.1.1935.)

Distinction should be made between the phrase “Intend to,” which is only to precede information as to action which has been decided on and consequently does not call for a reply, and the phrase “Propose to” which submits a course of action and implies that approval or concurrence is required.

2. The use of the phrase “Intend to,” where possible, avoids ambiguity and helps to reduce correspondence and signal communications.

## 265.—Natural History Museum—Specimens required by

(M. 4768/33.—7.2.1935.)

Their Lordships have been in consultation with the Trustees of the British Museum with a view to making the fullest possible use of the opportunities afforded by cruises of H.M. ships for collecting specimens for the Natural History Museum. Much valuable work in this direction has been done by Naval personnel in the past and Their Lordships invite further active co-operation by all those interested.

The Museum authorities have kindly volunteered to assist and instruct those interested in this subject, in regard to the kind of material required and how it should be collected, if they call at the Museum at Cromwell Road, London, S.W.7. If it is not possible for them to call they should write to the Director.

### NOTES BY NATURAL HISTORY MUSEUM AUTHORITIES

In general, any officer who is desirous of collecting for the National Museum is advised to write to the Director, British Museum (Natural History), London, S.W.7, stating the part of the subject in which he is interested and the extent of the collecting which he expects to do. In response, full particulars for the particular collecting would be sent as well as the collecting outfit required.

### *Zoology*

*Birds.*—From any of the Pacific islands, birds may usefully be collected. Petrels, the species of which are not well known, would be especially welcome from the Chilian coast and also the West African coast.

*Reptiles and Amphibians.*—These animals are much desired from South America (especially Chile) and the West Indies. In the West Indies small rocks off the coast may, and often do, harbour species which are very rare or extinct on the main islands. Good series of specimens are much more valuable than solitary specimens and should be collected where possible. Except in the instance of snakes, only the smaller species are worth collecting. In general, except in out-of-the-way places, it is rarely worth while to trouble with specimens over six inches long. Reptiles are wanted especially from Little Cayman, Grand Cayman, and Grand Trunk Islands.

*Marine Specimens.*—As regards these it is rarely worth while attempting shore collecting unless the collector has had considerable experience. More valuable results may be expected from dredging or trawling. Jelly-fish are wanted from almost every locality provided that the difficulty of preservation can be overcome. Collecting with a small hand-net at gangway lights has proved very successful in securing surface-swimming animals of all kinds. Small cuttle-fish, which are much wanted, are often caught in this way.

### *Entomology*

The most likely localities for interesting insects are the Pacific islands, other than Samoa and Fiji, from both of which the Museum has received large collections, and the smaller ports on the west coast of South America.

The West Indies and the African stations are unlikely to yield results of value unless visited by a trained and competent collector.

The insects least likely to be of interest are the butterflies; practically anything else would be welcome.

#### *Petrology*

Rocks of hand-specimen size and properly localised, would be of interest; but for successful collecting of rocks as well as of minerals knowledge of the subject and experience in field-work are necessary. In this branch of natural history it is particularly desirable that properly qualified officers, ready to help, should communicate direct with the Museum.

#### *Botany*

Plants from all the Pacific islands and other places visited would be welcome.

*Flowering Plants, Ferns, Mosses, Lichens, Sea-weeds, and Fungi.*—It is not difficult to dry specimens for the Herbarium in such a way that they retain their usefulness for centuries. Here we have plants collected in many parts of the world by the early explorers, those of Captain Cook's three voyages being of great scientific interest. Complete collections from some of the lesser known islands would certainly add much to our knowledge of plant distribution. The particulars given in the "Instructions for Collectors," published by the Museum, are sufficient to enable a beginning to be made, but various devices can often be made use of if the end in view is understood, *i.e.*, that the specimen should be ample in showing the different parts, and that it should be dried flat, the quicker the better. Sea-weeds are the most difficult to deal with, but with a little practice extremely attractive mounts can be made. Mosses and lichens call for no special methods, but fleshy fungi are not worth collecting unless accurate drawings accompany the specimens: hard fungi and parasitic microfungi are easily dealt with, the former are simply allowed to dry, the latter are pressed with the plant on which they occur.

### 352.—Armistice Day—Ceremonial for Observance

(M. 5865/34.—14.2.1935.)

(*This reprint embodies A.F.O. 2289/36.*)

A period of two minutes' silence commencing at 1100 is to be observed in H.M. Ships and Establishments on 11th November. As far as practicable, all work and noise in H.M. Ships, which can be stopped, is to cease; and all machinery and work in H.M. Establishments is to be stopped. Rail and water transport need not, however, be stopped. Steamboats of H.M. Ships and Establishments are to stop, if possible, and pulling boats are to lay on their oars.

2. W/T watch must continue.

3. In order to standardise procedure in H.M. Ships, the following routine is to be adopted so far as is practicable, *viz.* :—

As necessary. Lower deck to be cleared and guards paradad.

1058 Guard slopes arms. Remainder "off caps."

Chaplain explains procedure and gives the suggested thought for the Silence—"In remembrance of those who made the great sacrifice, O God, make us better men and give peace in our time."

1100 "Still" to be sounded, and complete silence observed for two minutes. Ship's companies standing to attention.

1102 "On caps." Guard presents arms.

"Last Post" to be sounded, officers saluting, followed by the "Reveille."

On completion. Guard orders arms. "Off caps."

Short service to be held as follows :—

Hymn—"O God our help in ages past."

One prayer—same as used at Cenotaph.

The Lord's Prayer.

Blessing.

God Save the King.

Ship's companies disperse.

When several ships are in company, the Senior officer is to arrange for a gun to be fired by one of them to mark the beginning and end of the two minutes' silence. Ships are not to half-mast colours.

4. The hands will not “make and mend” on the afternoon of Armistice day unless it falls on a normal “make and mend” afternoon.

5. When in company with ships of any nation other than France or Italy, the normal procedure as above is to be carried out.

6. When in company with French or Italian ships, the normal procedure is complicated, owing to the fact that while Great Britain celebrates Armistice day not as a day of national grief, but rather as a commemoration of a great occasion in the national history, France on the other hand emphasises the achievement of victory, and celebrates the occasion as a festival of national rejoicing. In the case of Italy the date coincides with that of the observance of the birthday of the King of Italy. The following procedure is therefore to be observed by H.M. Ships in the circumstances indicated, viz. :—

(a) When in company with a French ship in a port other than a British or French port :—

The procedure in paragraph 3 above is to be carried out. No special flags are to be flown and no salutes are to be fired.

(b) In all French ports, at home and abroad, whether a French warship is present or not :—

The ceremony observed by the French is to be carried out, *i.e.*, H.M. Ship will dress overall and fire national salutes when colours are hoisted in the morning, at noon, and at sunset. Ships may be required to illuminate ship.

(c) When in an Italian port or in company with an Italian ship in any port :—

H.M. Ship(s) are to be dressed overall from 0800 till sunset, and a Royal Salute is to be fired at noon.

(d) When in company with French and Italian ships in ports other than French (home and abroad) :—

H.M. Ship(s) are to be dressed overall from 0800 till sunset with the Italian flag flying, and a Royal Salute is to be fired at noon.

(Note.—French ships observe only one minute's silence, from 1100 to 1101.)

(e) In the circumstances detailed under (b), (c) and (d) the British ceremony is to be carried out while H.M. Ship is fully dressed.

7. The full details of the ceremonial observed by French war vessels on the anniversary of the Armistice, and also general rules followed by French war vessels when in company with foreign warships on occasions of festivals and solemn observances are given in A.F.O. 353/35.

8. The Italian Armistice day is commemorated on November 4th, *irrespective of the day of the week on which this date falls.*

The procedure carried out by Italian ships on this occasion is as follows :—

0800. Ships dress overall, Italian flag at the mast-head.

1100. Undress ship and half-mast colours. Salute of 21 guns at intervals of one minute.

12 noon. Re-hoist colours and redress ship. Salute of 21 guns at normal intervals.

Sunset. Undress ship.

When in company with an Italian ship or in an Italian port, H.M. Ships are to conform to the above procedure.

9. With a view to avoiding any misunderstanding, the British Senior Naval Officer is always to inform the Senior officers of any foreign ships in company in good time of the procedure which will be carried out by H.M. Ships, and in the case of 11th November, when French and/or Italian ships are present, explaining the reasons for so doing, as given in paragraph 6.

(A.F.Os. 1517/29 and 353/35.)

### 353.—French National Festivals (including Armistice Day)— Regulations for Ceremonial Observance

(M. 5865/34.—14.2.1935.)

The following regulations regarding the ceremonial to be observed by French war vessels on the anniversary of the Armistice, 11th November, and also general rules followed by French war vessels when in company with foreign warships on the occasion of festivals and solemn observances are promulgated for information and guidance.

2. By the Law of 24th November, 1922, the Commemoration of Victory and Peace is celebrated on 11th November, the anniversary of the Armistice; further, the Law of 22nd October, 1922, fixed 11th November as a national festival. It follows that French warships must celebrate this festival in the same way as that of 14th July, with this difference, however, that the procedure laid down for the national festival is slightly modified in order to introduce the homage due to those who fell in the Great War.

3. The ceremonial prescribed for ships of the French Navy for the celebration of the anniversary of the Armistice is as follows :—

(a) *In French Ports (Home and Abroad) :—*

0800. “Dress ship” at the same time as colours are hoisted. Salute of 21 guns.

*1045 to 1101.—Homage to the Fallen.*

1045. The guard will be drawn up aft facing the flag; the crew will be paraded in companies and assembled aft. Officers who are not with the companies will be drawn up near the guard.

1100. “Attention” will be sounded. The guard will present arms. Those on deck will uncover and remain perfectly still during observance of a minute’s silence. (The ship will not be undressed during the ceremony.)

1101. “La Berloque” will be sounded. The companies will disperse.

1200. Salute of 21 guns.

At sunset, a salute of 21 guns will be fired when colours are lowered and the ship is undressed. Ships will be illuminated between times ordered by the Senior Naval Officer.

(b) *In Foreign Ports :—*

The ceremonial prescribed for “Homage to the Fallen” (1045 to 1101) only, will be carried out. French ships will not be dressed and will not fire salutes.

4. As regards the national festivals, etc., of other countries, the following general rules govern procedure on board French war vessels or in the French naval forces :—

(i) On the occasion of national festivals and solemn observances of friendly powers or allies of France, and when official notice has previously been given them, French ships take part in these celebrations by salutes and dressing ship.

(ii) In every case the senior commanding officer will conform, as far as possible, in connection with these ceremonies, to the accepted custom of the country where he is and where the celebration is being observed.

(iii) In accordance with this rule and for the special occasion of 11th November, when French warships are anchored in a harbour or a foreign roadstead of a power allied during the Great War, and if in this roadstead there is at least one war vessel of the Power to whom the roadstead belongs, the French warships will conform to the ceremonial observed by the Power, subject to the following reservations :—

(a) In the event of there being in the harbour or roadstead no war vessel of the country to which the roadstead or port belongs, the French warships will adopt the ceremonial laid down for the French Navy for the 11th November.

(b) If it is not the custom of the aforesaid Power to celebrate the anniversary of 11th November, the French warships will observe the ceremonial

laid down for the French Navy for 11th November, observing also the following rules which appear in orders :—

Whenever it is necessary abroad to celebrate national festivals and solemn occasions, the Senior French Commanding Officer will arrange with the French diplomatic or consular officer to acquaint the local authority of his intention to celebrate these festivals or solemn occasions. On the previous day he will notify directly the responsible authority of the roadstead where he is, and, if he considers it advisable, the senior commanding officers of the foreign naval forces which are in the same anchorage.

(A.F.O. 352/35.)

#### 475.—*Issued Confidentially.*

### 527.—Instructions for Reporting Movements of H.M. Ships in Peace Time

(M. 364/35.—7.3.1935.)

#### H.M. SHIPS.\*

##### *General Instructions.*

1. (a) Reports of arrivals and departures are to give the names of ships, whither departing, and date.

(b) All reports are to state what authorities have been informed.

(c) Arrivals and departures are to be reported by telegram by one of the following authorities, in the order named :—

(i) At Intelligence Centres abroad, the S.O. (I).

(ii) The Commander-in-Chief or other resident naval authority at the port.

(iii) The Commander-in-Chief or Senior Naval Officer afloat, if present at the port and if there is no resident naval authority.†

(iv) The Commanding Officer of the ship concerned, if there is no authority as in (i), (ii) or (iii).

(d) The ships concerned are to give the necessary information to the officer responsible for reporting their arrival or departure, except when the orders for these movements have come through or from that officer.

(e) The officer responsible for the issue of sailing orders to ships not supplied with these instructions is to provide them with the necessary directions for reporting their movements.

(f) Commanders-in-Chief of adjacent stations or commands will arrange for the interchange of reports of movements of vessels and aircraft of which it is desirable they should have cognisance, such as those from one station to another, those of special interest or political importance, or those in the vicinity of the border line between stations.

2. All arrivals and departures of H.M. ships, except those of a ship or squadron proceeding to sea for exercises and returning to the same port within one or two days, are to be reported as follows :—

(i) To the Admiralty.

(ii) To the Commander-in-Chief or Senior Officer of the Command, Fleet, Squadron or Flotilla to which the ship belongs. In Fleets which are organised in separate squadrons or flotillas, it is left to the discretion of the Commander-in-Chief or Senior Officer whether movements of individual ships are reported to him as well as to the Commander of the individual squadron or flotilla.

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\* All ships flying the white ensign except vessels of the Royal Yacht Squadron.

† In view of the lack of facilities for signal and W/T communication at the disposal of the King's Harbour Master at Invergordon, the responsibility for the reporting of arrivals and departures of H.M. ships in the Cromarty Firth is to be undertaken by the Senior Naval Officer afloat. All reports by the Senior Naval Officer afloat in accordance with these instructions are to be repeated to the King's Harbour Master, Invergordon.

At present the arrangements are as follows:—

*Home Fleet*, to Commander-in-Chief, Home Fleet, as well as to the Senior Officer of the squadron or flotilla. Home Fleet Destroyers report to the Commodore (D) as well.

*Mediterranean Fleet*, to Commander-in-Chief, as well as to the Senior Officer of the squadron or flotilla. Mediterranean Fleet Destroyers report to the Rear-Admiral (D) as well.

*Reserve Fleet*, to Vice-Admiral, Reserve Fleet, as well as to the Senior Officer of the squadron.

*Submarines at Home, other than Home Fleet Submarines*, to the Rear-Admiral (S) as well as to their own Senior Officer.

- (iii) To the Officer-in-Charge at the port of destination and other authorities who may have to take action as a result of the movement. For example, a port authority who has to arrange for berthing, fuelling, etc.
- (iv) Ships passing through or into Home Commands and foreign stations must be reported to the Commander-in-Chief. Ships leaving to join a foreign station are, in addition to other authorities concerned, to have their initial departure reported to the Commander-in-Chief of that station. For example, the departure of a ship from Portsmouth for China, via the Mediterranean, is to be reported to the Commanders-in-Chief, China and Mediterranean, through their respective Intelligence Centre, to the Rear-Admiral, Gibraltar, if the ship is calling there, and to any other authority concerned.
- (v) All movements of H.M. Dominion ships operating away from their home waters are to be reported by the authorities mentioned in paragraph 1 (c) to the Dominion Naval Authority concerned as well as to the authorities quoted in paragraph 2.

#### *Intelligence Centres.*

3. The Intelligence Centre on a foreign station is an important factor in the reporting organisation. The most simple and economical procedure in some instances is for ships to report to the Intelligence Centre only, and for the latter to inform the Admiralty and/or other authorities concerned. In other cases, especially when ships are in direct touch by W/T, it is quicker and more economical to report to the Admiralty and/or the Commander-in-Chief without going through the Intelligence Centre. In such cases movements which are carried out in accordance with programmes already known to the Intelligence Centre need not be reported to the S.O. (I). Other than routine movements on foreign stations are, however, to be reported to Intelligence Centres in addition to other authorities.

The foregoing remarks are subject to the special instructions applicable to certain stations which are contained in the following paragraphs.

#### *America and West Indies Station.*

4. The normal method of reporting movements of H.M. and H.M.C. ships is by W/T, the W/T address indicating the authorities who are being informed.

All movements are to be reported to the appropriate Intelligence Centre or Sub-Centre, and to Ottawa\*, in addition to authorities mentioned in paragraph 2.

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\* (Note.—Reports of movements of H.M. ships cruising in South American and West Indian areas need *not* be reported to Ottawa, provided that the appropriate cruise programme has been received by the Chief of the Naval Staff, Ottawa, before the ship proceeds to carry out the cruise and there is no departure from the programme as issued.)

Should it be necessary to report by L/T, owing to *the ship's being out of touch with all W/T stations*, or subject to W/T restrictions, the report is to be made to the nearest Intelligence Centre or Sub-Centre, and the latter is to inform all authorities concerned.

#### *Mediterranean Station.*

5. Red Sea sloops, and any other vessels temporarily employed in the Red Sea, are to report their movements in accordance with the special instructions issued by the Commander-in-Chief.

#### *East Indies Station.*

6. (a) *Persian Gulf*: Arrivals and departures of the Senior Officer's ship only are to be telegraphed to the Admiralty; others are to be reported as arranged locally. A monthly statement of all arrivals and departures is to be forwarded by post to the Admiralty by the S.O. (I), Colombo.

(b) The Admiralty will inform S.O. (I), Colombo, by telegram of all Admiralty oilers allocated for discharge of cargoes, etc., at ports on the East Indies Station, together with particulars of their subsequent movements.

(c) The Admiralty Inspector of Oil Fuel, Abadan, is to telegraph to the S.O. (I), Colombo, reports of arrivals and departures of all oilers employed on Admiralty service.

#### *China Station.*

7. Reports of movements of Yangtze and West River gunboats are not to be telegraphed to the Admiralty unless specially ordered. A monthly statement of all movements of these vessels is to be forwarded by post to the Admiralty by the Senior Naval Officer, Yangtze and Senior Naval Officer, Hong Kong.

(Note—Paragraph 7 above and clause 7 of Chapter VI of C.B. 3000 are in abeyance so far as the River Yangtze is concerned, and reports of movements of H.M. Ships on the Yangtze are, for the present, to be made in accordance with the instructions contained in China Station Intelligence Orders, paragraph 46.)

#### *Australia Station.*

8. Arrivals and departures are to be reported to the Navy Office, Melbourne, who will advise the Admiralty. Intelligence sub-Centres are to be utilised for reporting movements as defined in paragraph 3 above.

#### *Fleet Auxiliaries, etc.*

9. (a) Mercantile war vessels will be reported in the same manner as H.M. ships. Other Fleet Auxiliaries, which include all sea-going vessels, whether commissioned or not, employed on naval service, other than tow vessels, are to be reported in the same manner as H.M. ships, except that the Master is to be instructed that at ports where there is no naval authority he is to report only to the Intelligence Centre or sub-Centre of the Station or Command in which the movement takes place. The Centre or sub-Centre is to inform all authorities concerned, in accordance with the provisions of paragraph 2 above. This instruction applies also to yard craft attached to dockyards, victualling yards and Armament Supply Depôts.

Attention is drawn to paragraph 1 (e) of this Order.

(b) Vessels on Admiralty time charter fly the blue ensign, and are to be reported as provided in the preceding paragraph.

R.F.A. oilers when chartered to private firms, however, fly the red ensign, and their movements are not to be reported.

(c) Arrivals and departures of British dockyard craft are reported in the daily *D.40* return. Telegraphic reports are only required when they are proceeding from one Command to another or are engaged in long distance towage or similar service. Reports in these cases are to be made to the Admiralty and the Commander-in-Chief of the Command in which the next port of call is situated.



**647.—Protector Paravanes—Use in Black Sea**

(M. 790/35.—14.3.1935.)

In the Black Sea—inside depths of 150 fathoms—vessels are to continue to use their paravanes, where such use is practicable, until further orders, and irrespective of Admiralty Notice to Mariners, No. 5, of each year, regarding moored mines.

**708.—Service Aircraft reported Overdue or in Distress when Flying over the Sea in the Vicinity of the British Isles**

(M. 820/35.—21.3.1935.)

The undermentioned extract from instructions issued by the Air Ministry is promulgated for information. Reports of aircraft overdue or in distress received by Naval Authorities in accordance with the following arrangements should be passed by W/T to any of H.M. ships which are likely to be in the vicinity of the aircraft missing or in distress.

**INSTRUCTIONS REGARDING THE ISSUE OF INFORMATION CONCERNING AIRCRAFT REPORTED OVERDUE WHEN FLYING OVER THE SEA**

2. When aircraft engaged in flying over the sea in proximity to the coast of the British Isles are reported *overdue*, the unit concerned will originate:—

- (i) A message for broadcast from the General Post Office coastal wireless station in the vicinity (*see* Table A);
- (ii) A message for transmission to any of H.M. ships in the vicinity from the appropriate Naval authority (*see* Table B);
- (iii) A message to the appropriate District Officer, H.M. Coastguard.

3. The messages will be passed either by *priority telephone or priority telegram* and the text will be as follows:—

“ Message (or broadcast in case of (1)) begins. Keep look-out for overdue aircraft (registered markings or number) bound to (destination) from (place of departure). (Number) persons on board. Approximate position (if known) at . . . hours (G.M.T. Ends.” (The name of the unit with telephone number or telegraphic address should follow after “ends.”) *The approximate position will be given in latitude and longitude.*

4. To obtain priority by telephone, the following procedure will be adopted:—

- (i) Ring local exchange and after giving telephone number of *General Post Office coastal W/T station or other authority*, state “Urgent aircraft distress message.”
- (ii) On obtaining call, state “(Name of unit) Royal Air Force. (Name of place where unit is located) speaking. Please take down urgent message.”

5. To obtain priority by telegram:—

- (i) The word “Priority” will be inserted in the “Service Instructions” space of message form;
- (ii) The word “Immediate” will appear as the first word of the address and also of the text.

6. If the location of the overdue aircraft is believed to be in the vicinity of the Croydon-Continental air routes, a message will also be passed to Croydon Aerodrome (telephone number "Croydon 2720," telegraphic address "Aeronautics Croydon") for broadcast to civil aircraft on those routes.

7. When there is reason to suppose that the location of the overdue aircraft is at a distance greater than 300 miles from the coast of the British Isles, the message for broadcast will be passed to the General Post Office W/T Station, "Portishead Radio" (*see* Table A), but not to the District Officer, H.M. Coastguard.

8. Any information received from ships or other sources will be forwarded by the authority concerned, by the quickest means as priority messages, to the Royal Air Force unit originating the message or broadcast.

9. When the overdue aircraft is located, the authorities to whom the messages or broadcasts were sent will be informed accordingly by the unit *by priority messages*.

9A. An aircraft in distress will indicate its position in terms of true bearing and distance from a geographical point.

#### INSTRUCTIONS REGARDING THE ISSUE OF INFORMATION CONCERNING AIRCRAFT REPORTED IN DISTRESS WHEN FLYING OVER THE SEA

10. When a unit receives a distress call from an aircraft flying over the sea, the unit concerned will originate:—

- (i) A message for broadcast from the General Post Office coastal wireless station in the vicinity (*see* Table A);
- (ii) A message for transmission to any of H.M. ships in the vicinity from the appropriate Naval authority (*see* Table B);
- (iii) A message to the appropriate District Officer, H.M. Coastguard.

11. The messages will be passed either *by priority telephone or priority telegram*, priority facilities being obtained as laid down in paragraphs 4 and 5. The text will be as follows:—

"S.O.S. begins. Aircraft (registered markings or number) reported in distress. Approximate position . . . . at . . . . hours G.M.T. (Number) persons on board. Ends." (The name of the unit with telephone number or telegraphic address should follow after "ends.") *The approximate position will be given in latitude and longitude.*

11A. If the location of the aircraft in distress is believed to be in the vicinity of the Croydon-Continental air routes, a message will also be passed to Croydon aerodrome (telephone number "Croydon 2720," telegraphic address "Aeronautics, Croydon") for broadcast to civil aircraft on these routes.

12. As in the case of aircraft overdue, when there is reason to suppose that the aircraft is at a distance greater than 300 miles from the coast of the British Isles, the message for broadcast will be passed to General Post Office W/T Station, "Portishead Radio" (*see* Table A), but not to the District Officer, H.M. Coastguard.

TABLE A

## GENERAL POST OFFICE COASTAL W/T STATIONS

13. The station to be informed is to be selected according to the approximate geographical position of the aircraft. The telegraphic address of each of these stations is:—

“O.C. (Name of Station) Radio.”

G.P.O. Coastal W/T Station.	Telephone No.	Coastal Districts Served.
Wick ... ..	Wick 9 ... ..	North coast of Scotland and east coast north of Montrose.
Cullercoats ...	Whitley Bay 241 ...	Angus coast, Firth of Forth, Berwick, Northumberland and Durham coasts.
Humber ... ..	Mablethorpe 40 ...	Yorkshire, Lincolnshire and Norfolk coasts.
North Foreland ...	Broadstairs 233 ...	Suffolk and Essex coasts, Thames Estuary, Kent and East Sussex coasts to Brighton.
Niton ... ..	Niton 25 ... ..	West Sussex coast, Isle of Wight, Hampshire and Dorset coasts.
Land's End ...	St. Just 23 ... ..	Devon and Cornwall coasts, south-east of Ireland.
Burnham ... ..	Highbridge 53 ...	North Cornwall and north Devon coasts, Bristol Channel, St. George's Channel, Welsh coast to northern arm of Cardigan Bay.
Seaforth ... ..	Waterloo 245 ...	Irish Sea, Carnarvon Bay, Estuary of Dee and Mersey, Morecambe Bay.
Portpatrick ...	Portpatrick 30 ...	North Channel, Firth of Clyde.
Portishead ...	Highbridge 53 ...	Distances greater than 300 miles from coast of British Isles.
Malin Head ...	*Ballygorman 2 ...	North and north-west of Ireland and Donegal Bay.
Valentia ... ..	Valentia 9... ..	South-west of Ireland to Mayo coast.

TABLE B

14. List of Naval Authorities, showing the areas for which they are responsible, together with their telegraphic addresses and telephone numbers:—

Naval Authority.	Limits of Command.	Telegraphic Address.	Telephone Number.
R.A. and C.O., Coast of Scotland.	Scottish border on east coast to Bennane Head on west coast. (Ten miles north of Loch Ryan.)	Admiral, Rosyth.	Dunfermline 501.
C.-in-C., The Nore...	Scottish border on east coast to meridian of 0° 34' E. on south coast.	Admiral, Chatham.	Chatham 3221. Ex. 203 or 344.
C.-in-C., Portsmouth	Meridian of 0° 34' E. on south coast to meridian of 3° W. on south coast.	Admiral, Portsmouth.	Portsmouth 7068.
C.-in-C., Plymouth	Meridian of 3° W. on south coast to Bennane Head; and coast of Ireland. This includes the whole of the North Channel.	Admiral, Devonport.	Devonport 370 or Plymouth 270.

\* Trunk facilities limited to Belfast and the North of Ireland. Day service only. During silent hours, telephone messages for the wireless station must be transmitted by the Carndonagh Civic Guard Station, telephone number “Carndonagh 9.”

## FLEET AIR ARM AIRCRAFT

15. When ship-borne aircraft of the Fleet Air Arm are missing or in distress at sea the following action may be taken by the Senior Officer concerned, in addition to any steps taken for the provision of ship-borne aircraft to assist surface vessels in the search:—

- (a) A message may be broadcast to merchant ships by W/T on 500 kc/s. (600 metres) and 143 kc/s. (2,098 metres) by one of H.M. ships present.
- (b) The aid of R.A.F. shore-based flying boats or seaplanes may be enlisted by signal, provided that the shore bases are within reasonable distance of the missing aircraft. The limits of a search of this nature should be left to the discretion of the Officer Commanding the shore base, who will take into consideration the radii of action of his aircraft and the conditions prevailing at the time. The following shore bases are at present available for this service:—

Felixstowe.	Lee-on-Solent.
Calshot.	Mount Batten.
Pembroke Dock.	

(Also issued as paras. 1-15 of A.F.O. S.28/35.)

(Air Ministry Orders A.30/34, A.105/34, A.157/34, and A.47/35.)

## 971.—Procedure to be adopted in the event of the Sinking of a Submarine in Home Waters

(M.F. 4391/35.—18.4.1935.)

(This reprint embodies A.F.O. 1674/35.)

In the event of the loss or sinking of a submarine in Home Waters, the Senior Officer on the spot is to report immediately the name or number of the submarine and the position in which she sank. The message should be addressed to the Admiralty, Rear-Admiral (S), Captain or Commander (S) concerned, Commanders-in-Chief, Home Fleet and Home Ports, Commanding Officer, Coast of Scotland, Captain-in-Charge, Portland, Captain, Fishery Protection and Minesweeping, Captain A/S, Senior Officer, 1st Minesweeping Flotilla, and Senior Officer, 1st A/S Flotilla. It is to be transmitted by the quickest possible route to all addressees. The depth of water should be signalled as convenient.

2. On receipt of the message of sinking, Rear-Admiral (S) will signal to all concerned, stating whether he will proceed to the scene of operations.

3. The Senior Officer on the spot will take charge of rescue operations.

4. The Captain (S) or Commander (S) concerned is to arrange for two submarines to be available on the scene of the sinking for underwater signalling purposes.

5. The following procedure is to be put into operation forthwith by the Commander-in-Chief of the Home Port or the Commanding Officer, Coast of Scotland, in whose area the sinking takes place, or Commander-in-Chief, Home Fleet, if the accident occurs during exercises with the Home Fleet, and all necessary arrangements should be made with the authorities concerned accordingly:—

(a) 1st Minesweeping Flotilla, Portland, is to proceed to the area in readiness to sweep.

(b) An A/S flotilla from Portland, or an A/S destroyer flotilla, Home Fleet, whichever is most quickly available, is to proceed to the area in readiness to search.

- (c) (i) The Air Officer Commanding, Coastal Area, is to be requested by message to send aircraft to search for indicator buoys, oil and air bubbles. The Air Officer Commanding will thereupon detail the most suitable units in his command to carry out the search. He will also communicate with any other Royal Air Force units which, by reason of their geographical position, are able to assist in the search, but such units are usually equipped with aircraft unsuitable for prolonged search operations at a distance from land.
- (ii) The Air Officer Commanding, Coastal Area, will co-ordinate the operations of shore-based aircraft from the outset. He should be requested to supply reports of the search to the officer in charge of rescue operations, and is to be informed of the call sign of the latter and the wave frequency to be employed.
- (iii) If an aircraft carrier is available, the foregoing duties are to be undertaken by her aircraft, but, if necessary, the Air Officer Commanding, Coastal Area, should be asked to assist as well.
- (d) H.M.S. "Tedworth" is to embark six divers and necessary diving stores and remain at immediate notice.

6. As soon as the submarine has been located, or when, in the opinion of the Senior Officer, her position is sufficiently accurately known, twelve Signals, Underwater, Exploding, or twelve 9-ounce G.C. discs are to be fired in the vicinity. This is a signal to any men imprisoned in the submarine that surface vessels have arrived and that escape by means of the Davis Submerged Escape Apparatus can be attempted with every prospect of rescue. The charges should be fired at least  $2\frac{1}{2}$  cables from the position of the submarine, in case any men are making their escape at the time.

7. The Admiralty is to be kept informed of the situation.

8. From the time that the original message reporting the sinking of a submarine has been received, too much importance cannot be attached to keeping lines of communication clear to and from Rear-Admiral (S). The correct use of the prefix "Immediate" must be rigidly adhered to.

(*A.F.Os. 1667/32, 568/34 ; C.A.F.O. 1827/36.*)

### 973.—Quarantine at Port Said

(M. 1419/35.—18.4.1935.)

Ships northbound through the Suez Canal can be exempted from quarantine formalities at Port Said upon application being made to the Director of Quarantine at Suez, unless they have sickness on board, intend to embark sick cases or corpses, or have touched at a port where infectious disease exists within the period of incubation of that disease.

In the case of H.M. ships entering the Canal at Suez, application for this exemption will be made automatically by H.B.M. Consul, Suez, unless he is requested by the Commanding Officer not to do so. Ships not affected by the exceptions laid down above may therefore assume exemption from quarantine formalities at Port Said unless informed to the contrary.

### 1203.—Merchant Vessels—Control of W/T in Time of War

(M. 03279/34.—16.5.1935.)

(*This reprint embodies A.F.O. 599/37.*)

#### BRITISH VESSELS.

*Powers.*—Clause 22 of the licence issued by the General Post Office to ships registered in Great Britain and Northern Ireland provides for the control in emergency of ship installations in all such ships. A copy of this clause is contained in Appendix I. The clause comes into force automatically on emergency arising. Similar licences are issued to Dominion and Colonial ships by the Dominions and Colonies in which they are registered.

2. The licences do not give the representatives of His Majesty's Government in the United Kingdom any control over Dominion or Colonial vessels, nor do they give a Dominion or Colony control over any vessels except those registered at its own ports.

3. The Defence Regulations, which will be issued as soon as possible after the emergency arises, are, however, expected to include a regulation which will give full control in the waters of Great Britain and Northern Ireland over the wireless telegraphy of all vessels, and in all waters over the wireless telegraphy of ships registered in Great Britain and Northern Ireland.

4. Clause 22 of the licence does not provide for any penalties other than taking possession of the apparatus. When the Defence Regulations have been issued, the penalties provided by those Regulations will be applicable.

5. If a British vessel refuses to obey orders as regards her wireless before the issue of the Defence Regulations, and if immediate action beyond the terms of the licence is essential, then such action must be taken under the Royal Prerogative. If there should be any doubt as to the Royal Prerogative covering such action it may be necessary to indemnify such action by Act of Parliament.

6. *On the High Seas and in British Territorial Waters.*—On emergency arising, orders will be broadcast to vessels in all areas concerning the use of W/T (*vide* Appendix V). These areas will conform to those given in Admiralty Notice to Mariners, No. 3, yearly.

7. After issue of these orders Commanding Officers of H.M. ships should report to the Admiralty any instances of misuse of W/T by British merchant vessels; if opportunity occurs the Master should be warned of the risk which is being incurred.

8. Any case of a British merchant vessel using her W/T so as to cause unnecessary interference should similarly be reported and the Master should be warned. If persisted in, such conduct may justify confiscation or displacement of the apparatus, but it is generally most undesirable that a vessel should be so deprived of her W/T.

9. *In Harbours of Great Britain and Northern Ireland.*—It is not possible to *prevent* illicit messages being despatched by vessels in harbour with treasonable intent, since such messages could always be sent by concealed apparatus. Special arrangements will therefore be made to enable messages of this nature to be promptly detected and dealt with.

10. The problem is, however, simplified if steps are taken to ensure that messages will not be made in harbour by irresponsible persons without treasonable intent. For this purpose arrangements have been made by which, subsequent to the issue of the warning telegram, the Board of Customs, when requested by the Admiralty, will instruct the Customs Officials to seal the door(s) of the W/T office(s) of all vessels, when the vessels are boarded on coming into harbour. Until the vessel leaves, the door(s) will only be opened at pre-arranged times when required for maintenance of the apparatus. Assistance will, when necessary, be given by the police in enforcing this regulation.

11. *Mercantile Fleet Auxiliaries.*—In the absence of special instructions from a Naval Authority, non-commissioned Mercantile Fleet Auxiliaries will generally be subject to the same regulations as regards use of wireless as merchant vessels.

## NEUTRAL OR ALLIED VESSELS.

12. *On the High Seas and in British Territorial Waters.*—Can only be interfered with if the vessel can be regarded as guilty of unneutral service. On this point the following Order was issued during the war:—

*“ Merchant Ships and Control of Information.*—On any occasion in war when the success of the operations in which the British Fleet is engaged depends upon the preservation of secrecy as to its movements or the accurate and rapid transmission of intelligence or instructions, the Senior Officer conducting the operations may take the following steps, in whole or in part as he considers necessary, in order to obviate any action, whether intentional or unintentional, which may be prejudicial to the successful issue of his movements.

“ 2. A notification, similar to that for blockade, may be issued, informing all merchant vessels within the area concerned that naval operations are in progress, and requesting them—

“ (a) To desist from the use of their wireless apparatus until further notice.

“ (b) To make no entries of sighting any of His Majesty's ships, or of any wireless signals which they may intercept, emanating from any of His Majesty's ships, whether in plain language or in cypher.

“ (c) Not to make signals which may interfere with the communication of His Majesty's ships.

“ 3. If, after the issue of this notification, any merchant vessels continue to act in disregard of the request, the Senior Officer may take such steps as in his opinion are necessary and practicable, by ordering the ship to leave the area, by prescribing her a particular course, by confiscating or disabling her instruments, destroying her records, or by capturing the ship herself according to the gravity of the offence or its consequences.

“ 4. It is clearly to be understood that such action is taken without prejudice to any claims for compensation which may be laid.”

13. The following Draft Regulation was drawn up in 1923 by a Conference of Jurists at the Hague:—

“ In case a belligerent Commanding Officer considers that the success of the operation in which he is engaged may be prejudiced by the presence of vessels or aircraft equipped with radio installations in the immediate vicinity of his armed forces or by the use of such installations therein, he may order neutral vessels or neutral aircraft on or over the high seas:—

“ (1) To alter their course to such an extent as will be necessary to prevent their approaching the armed forces operating under his command; or

“ (2) Not to make use of their radio transmitting apparatus while in the immediate vicinity of such forces.

“ A neutral vessel or neutral aircraft which does not conform to such direction of which it has had notice, exposes itself to the risk of being fired upon. It will also be liable to capture, and may be condemned if the Prize Court considers that the circumstances justify condemnation.”

14. This regulation has not yet been adopted internationally, but is believed to represent the generally accepted views, and should be acted upon, the procedure in paragraph 12 being adopted if considered desirable. Liability to capture and confiscation thus incurred is not extinguished by the conclusion of the voyage or flight, but shall subsist during the whole course of the war.

15. In cases of interference, not so serious as to constitute unneutral action, report of the offence should be made to the Admiralty, in order that the matter may be dealt with under the W/T conventions.

16. *In the Harbours of Great Britain and Northern Ireland* the existing powers are given by the Wireless Telegraph (Foreign Ships) Regulations, 1908 (*see* Appendix II). A draft of the order which will be issued by the General Post Office is also contained in Appendix III. Penalties are limited to £10 for each offence. Where these powers are insufficient, action can only be taken as explained in paragraph 5. The Defence Regulations, when issued, will be applicable (*see* paragraphs 3 and 4).

The procedure laid down in paragraph 10 will be applied also to foreign vessels by the Admiralty Regulations contained in Appendix IV.

#### ENEMY SHIPS.

17. On the outbreak of war, Customs Officers will arrange for the temporary dismantling of W/T on enemy vessels until such time as the apparatus (unless the vessel is covered by Days of Grace) can be completely dismantled by an expert from General Post Office or Admiralty.

#### DOMINIONS, COLONIES AND INDIA.

18. The Dominion and Colonial Governments and the Government of India have been asked to make similar arrangements.

### APPENDIX I.

#### LICENCE TO ESTABLISH WIRELESS TELEGRAPH SHIP STATION.

##### *Clause 22.*

(i) If and whenever an emergency shall have arisen in which it is expedient for the public service that His Majesty's Government shall have control over the sending and receiving of messages by the station it shall be lawful for any Naval Military Customs or Police Officer or any other person authorised by the Admiralty to take possession of the station or any part thereof in the name and on behalf of His Majesty and to use the same for His Majesty's service and in that event any such officer or person so authorised may enter upon any ship on which a station is established and take possession of the station and use the same as aforesaid and subject to such use may use the same or allow it to be used for such ordinary services as may in his discretion seem fit to him or may prohibit and take steps to prevent the use of the same and issue directions which shall be obeyed by the Licensee to prevent such use.

(ii) Any such officer or person so authorised as aforesaid may in any such event as aforesaid instead of taking possession of the station as aforesaid direct and authorise such persons as he may think fit to assume the control of the sending and receiving of messages by the station either wholly or partly and in such manner as he may direct and such persons may enter upon any ship on which a station is installed accordingly or the said officer or person so authorised as aforesaid may direct the Licensee to submit to him or any person authorised by him all messages tendered for despatch or received by the station or any class or classes of such messages to stop or delay the sending of any messages or the delivery thereof or deliver the same to him or his agent and generally to obey all such directions with reference to the sending receiving or delivery of messages as the said officer or person so authorised as aforesaid may prescribe and the Licensee shall obey and conform to all such directions.

(iii) The Licensee shall obey any instructions which may be issued by the Admiralty for observance by wireless telegraph ship stations during any such emergency as aforesaid.

(iv) The Licensee shall be entitled to reasonable compensation for any damage to the station arising in consequence of the exercise of the powers conferred by Sub-Clauses (i) and (ii) of this Clause.



## APPENDIX II.

## THE WIRELESS TELEGRAPHY (FOREIGN SHIPS) REGULATIONS, 1908, REGULATION 5.

(1) If at any time in the opinion of one of His Majesty's Principal Secretaries of State an emergency has arisen in which it is expedient for the public service that His Majesty's Government should have control over the transmission of messages by wireless telegraphy, and notice to that effect is published by the Postmaster-General, after the publication of such notice and until further notice the use of wireless telegraphy on board foreign ships whilst in territorial waters shall be subject to such rules as may be made by the Admiralty from time to time, and such rules may prohibit or regulate such use in all cases or in such cases as may be deemed desirable.

(2) Such notice as aforesaid shall be published in the "London Gazette," the "Edinburgh Gazette," and the "Belfast Gazette," and in such other manner, if any, as to the Postmaster-General may seem fit.

## APPENDIX III.

In pursuance of Regulation 5 of the Wireless Telegraphy (Foreign Ships) Regulations, 1908 (b), I..... His Majesty's Postmaster-General, do hereby give notice that in the opinion of the..... one of His Majesty's Principal Secretaries of State, an emergency has arisen in which it is expedient for the public service that His Majesty's Government should have control over the transmission of messages by wireless telegraphy, and that the use of wireless telegraphy on board foreign ships whilst in the territorial waters of the British Isles will be subject to such rules as may be made by the Admiralty (c).

Dated this

(b) The Regulations (1908-496) made by the Postmaster-General, 20th June, 1908, under the Wireless Telegraphy Act, 1904 (4, Edw. 7, c.24), are printed in Statutory Rules and Orders, 1908, pp. 961-963.

(c) See Admiralty Rules printed below.

## APPENDIX IV.

## DRAFT ADMIRALTY REGULATIONS AS TO THE USE OF WIRELESS TELEGRAPHY BY MERCHANT VESSELS.

1. The use of wireless telegraphy is prohibited in the harbours of Great Britain, Northern Ireland, and Channel Islands.

2. On entering any port or harbour the wireless telegraphy office(s) will be sealed up by the Customs Officer boarding the vessel. During the stay of the vessel in harbour access to the wireless telegraphy office(s) will only be allowed under the following condition :—If the vessel will remain in harbour for some time so that it is necessary for the wireless staff to have access to the office(s) in order to attend to the batteries, etc., the Master of the merchant vessel will be responsible for warning the Customs Officers that such access will be required in order that the Customs Officers may

arrange for the breaking of the seals. The Master will be held responsible that no messages are transmitted while the office(s) is (are) open, and should state for how long access is required in order that the Customs Officers may afterwards go on board and re-seal the office(s).

3. Foreign vessels within the territorial waters of the British Isles are to restrict their use of wireless telegraphy as much as possible so as to avoid interference with British communications.

4. Any breach of these regulations renders the Masters of the offending ships liable to penalties and to the confiscation of the wireless apparatus of their ships.

## APPENDIX V.

### INSTRUCTIONS ISSUED BY ADMIRALTY.

(i) The following instructions will be issued to British vessels in areas where they would be exposed to risk of enemy action:—

No wireless message is to be sent or answered without direct orders from the Master or Officer on Watch. Wireless messages are to be restricted to distress messages, reports of foreign men-of-war, mines, or other dangers to navigation, essential messages to owners as to the service of the vessel and messages made in accordance with definite orders given by Naval representatives. No messages are to be sent on behalf of private persons.

Radio-telephony is prohibited except as necessary for the safe navigation of, or reports of foreign men-of-war or mines by, those vessels not fitted with wireless telegraphy apparatus.

(ii) In other areas the following instructions will be issued:—

Radio-telephony is prohibited for private messages. Masters are to censor all private messages for transmission by wireless telegraphy, and such messages are to be made in plain language.

1238. }  
1675. } *Issued Confidentially.*  
2186. }

## 2187.—Messages affecting Fleet Air Arm Units—Procedure for Transmission

(M. 3736/35.—12.9.1935.)

The following Air Ministry Order (A.205 of the 15th August, 1935) is promulgated for information:—

1. In order to prevent duplication of signals, the following procedure will in future be adopted in connection with the transmission to the Royal Air Force of messages originating from the Air Ministry affecting Fleet Air Arm units.

2. Messages for R.A.F. commands and Fleet Air Arm units are to be addressed to the Admiralty as well as to the A.O.C. concerned.

3. The A.O.C. concerned will be responsible for notifying disembarked units of the Fleet Air Arm whilst the Admiralty will be responsible for informing all Commanders-in-Chief, Administrative Authorities and commands affected, afloat.

4. The statement that the message is also addressed to the Admiralty will indicate to Air Officers Commanding that they have no responsibility for passing the message to embarked units.

## \*2504.—Fleet Exercises, Firing, etc.—Notification to Local Authorities

(M. 3573/35.—17.10.1935.)

With reference to the instructions contained in King's Regulations and Admiralty Instructions, Article 1228, the Fishery Flag will be displayed at the coastguard stations enumerated below for the purpose of warning fishermen that such stations have information concerning Naval exercises in the vicinity.

The flag will be flown "at the dip" to indicate that information in connection with Naval exercises has been received at the station, and will be hoisted "close up" while the exercises are in progress.

### LIST OF STATIONS.

Swanage.	Seaton (Beer Head).
St. Albans Head.	Dawlish.
Kimmeridge	Teignmouth.
Lulworth.	Torquay.
Weymouth.	Brixham.
Fortuneswell.	Dartmouth.
Portland Bill.	Torcross.
Grove Point, Portland.	Hope Cove.
Fleet.	Looe.
Wyke.	Mevagissey.
Abbotsbury.	Exmouth.
West Bay.	Polperro.

2. The practice of broadcasting to shipping general warnings of night firing exercises has been abandoned. In the event, however, of the Commander-in-Chief, to whom notice of the operation is given, considering that the circumstances under which firing takes place are unusual or exceptional, and that it is desirable that shipping should be warned, he should give notice to the Hydrographer of the Navy, in order that a warning may be disseminated by W/T to merchant shipping and fishing vessels afloat. Such warnings will be treated as navigational warnings and promulgated as "W" messages.

3. A list of Coastguard Districts and Fishery Authorities to be notified is attached. The postal and telegraphic addresses of Coastguard Stations are "Coastguard" followed by the name of the place.

<i>Coastguard Divisions.</i>	<i>District Officers.</i>
North Scotland Division ...	... Lerwick. Wick. Kyle of Lochalsh.
East Scotland Division ...	... Banff. Peterhead. Aberdeen. Elie.
North-Eastern Division ...	... Berwick. Blyth. Seaham Harbour.
York. and Lincs. Division ...	... Saltburn-by-the-Sea. Whitby. Withernsea. Mablethorpe.

*Coastguard Divisions.**District Officers.*

East Anglian Division	...	...	Cromer. Great Yarmouth. Walton-on-Naze.
South-Eastern Division	...	...	Ramsgate. Sandgate. Hove.
Southern Division	...	...	Ventnor. Swanage. Wyke.
South-Western Division	...	...	Torquay. Hope Cove. Fowey. Cadgwith.
Western Division	...	...	St. Ives. St. Mary's, Scilly. Bude. Croyde.
Cambrian Division	...	...	Mumbles. Tenby. Fishguard. Carnarvonshire (Porthdynllaen). Holyhead.
North-Western Division	...	...	Hoylake. Portpatrick. Ramsey. Southend (Argyllshire).
Northern Ireland Division	...	...	Ballycastle. Donaghadee.

## FISHERY OFFICERS.

## ENGLAND AND WALES.

LONDON, at 43, Parliament Street, London, S.W.1.

Telegrams : Fisheries, Parl, London.

Telephone : Whitehall 3400.

Mr. J. Thomson, Chief Inspector of Fisheries.

Mr. T. E. Pryce-Tannatt (D.F.O.), in charge of Salmon and Freshwater Fisheries.

Lieut.-Commdr. C. C. Brown, R.N. (Ret.) (F.O.).

NORTH-EASTERN DISTRICT, at District Office, Trinity House, Union Quay, North Shields.

*Area.*—Coastwise from Berwick to Hartlepool (inclusive).

Telegrams : Fishmin, North Shields.

Telephone : North Shields 161.

HULL DISTRICT, at District Office, 330, Hessle Road, Hull.

*Area.*—Coastwise from Hartlepool (exclusive) to the Humber.

Telegrams : Fishmin, Hull.

Telephone : Hull Central 33461.

*Scarborough*, at Park Hall, Aislaby, Sleights, R.S.O., Yorks.

GRIMSBY DISTRICT, at District Office, 91, Cleethorpe Road, Grimsby.

*Area.*—Coastwise from the Humber to Hunstanton (inclusive).

Telegrams : Fishmin, Grimsby.

Telephone : Grimsby 2184.

EASTERN DISTRICT, at Fisheries Office, 9, Battery Green Road, Lowestoft.

*Area.*—Coastwise from Hunstanton (exclusive) to Tilbury.

Telegrams : Fishmin, Lowestoft.

Telephone : Lowestoft 149.

THAMES DISTRICT, at District Headquarters, 43, Parliament Street, London, S.W.1.

*Area.*—The River Thames, west of a line drawn from Tilbury to Gravesend, and all its tributaries.

SOUTH-EASTERN DISTRICT, at Fisheries Office, The Quay, Poole.

*Area.*—Coastwise from Gravesend to Lyme Regis (inclusive).

Telegrams : Fishmin, Poole.

Telephone : Poole 97.

*Ramsgate*, at Fisheries Office, Fish Market, Ramsgate.

SOUTH-WESTERN DISTRICT, at District Office, Barclay's Bank Chambers, Princess Square, Plymouth.

*Area.*—Coastwise from Lyme Regis (exclusive) to Avonmouth (inclusive).

Telegrams : Fishmin, Plymouth.

Telephone : Plymouth 3856.

SOUTH WALES DISTRICT, at District Office, Government Buildings, St. Mary's Street, Swansea.

*Area.*—Coastwise from Avonmouth (exclusive) to Aberystwyth (inclusive).

Telegrams : Fishmin, Swansea.

Telephone : Swansea 4264.

MILFORD HAVEN, at Fisheries Office, The Fish Dock, Milford Haven.

Telephone : Milford Haven 12.

NORTH WALES DISTRICT, at Castle Bank, Conway.

*Area.*—Coastwise from Aberystwyth (exclusive) to Hoylake (inclusive).

Telephone : Conway 19.

NORTH-WESTERN DISTRICT, at District Office, Central Chambers, North Albert Street, Fleetwood.

*Area.*—Coastwise from Hoylake (exclusive) to the Scottish Border.

Telegrams : Fishmin, Fleetwood.

Telephone : Fleetwood 579.

## LOCAL FISHERIES COMMITTEES.

District.	Limits.	Clerk.
Cumberland ...	Sark Foot to Haverigg Point ...	C. W. Allan Hodgson, County Offices, Carlisle.
Lancashire and Western.	Haverigg Point to Cemmaes Head	H. Baines, 16, Walton's Parade, Preston.
South Wales ...	Cemmaes Head to a line drawn through Flatholm.	A. H. Deer, Courtland Chambers, Port Talbot.
Cornwall ...	Northern boundary of Cornwall to Rame Head.	T. A. H. Sheers, County Hall, Truro.
Devon ...	Northern section :— Eastern boundary to western boundary of Devon. Southern section :— Rame Head to eastern boundary of Devon.	H. Ford, 25, Southernhay West, Exeter.
Southern ...	Western boundary of Dorset to Hayling Island.	H. Tattersall, LL.B., 108, Old Christchurch Road, Bournemouth.
Sussex ...	Hayling Island to Dungeness ...	Percy Idle, 28, 29, Grand Parade, St. Leonards- on-Sea.
Kent and Essex ...	Dungeness to Dovercourt ...	H. W. Gibson, Essex House, 26, Finsbury Square, E.C.2.
Suffolk and Essex...	Dovercourt to Covehithe ...	Cecil Oakes, County Hall, Ipswich.
Eastern ...	Southern boundary of Norfolk to Donna Nook Beacon.	H. W. Ward, Tuesday Market Place, King's Lynn.
North-eastern ...	Donna Nook Beacon to River Tyne.	J. R. Proctor, County Hall, Beverley.
Northumberland ...	River Tyne to the boundary between England and Scotland.	G. E. Wilkinson, 1, Mosley Street, New- castle-upon-Tyne.



*Note.*—Gun-firing in the Moray Firth. Notification of firings in the Moray Firth will also be sent to the following by the King's Harbour Master, Invergordon :—

<i>Name or Title.</i>		<i>Telegraphic Address.</i>	<i>Name or Title.</i>	<i>Telegraphic Address.</i>
Allan Souter ...	...	St. Combs.	John Johnstone ...	105, High Street, Ardersier.
Stationmaster ...	...	Cairnbulg.	Harbourmaster ...	Inverness.
Charles Sim ...	...	1, Pitullie, Sandhaven.	George McLeman ...	11, High Street, Avoch.
Forbes Ritchie ...	...	Rosehearty.	D. Hossack ...	8, Shore Street, Cromarty.
John West ...	...	38, Pennan.	William Hogg ...	Westend, Saltburn, Invergordon.
George Craigen ...	...	Gardenstown.	Harbourmaster ...	Balintore.
Mrs. Alex. Findlay ...	...	Whitehills.	Harbourmaster ...	Portmahomack.
John Coull ...	...	Seafeld Street, Portsoy.	D. McBean ...	Station House, Embo.
Benjamin Smith ...	...	Sandend, Portsoy.	James Wiseman ...	Golspie.
John Keir ...	...	Ardmarnoch, Grant St., Cullen.	James Landles ...	Lower Brora, Brora.
Harbourmaster ...	...	Portknockie.	Harbourmaster ...	Dunbeath.
Harbourmaster ...	...	Findochty.	James Thomson ...	Latheronwheel.
Harbourmaster ...	...	Hopeman.	William Sutherland ...	Lybster.
Harbourmaster ...	...	Burghead.	Alexander Sutherland ...	The Square, Ulbster, Mid Clyth.
Harbourmaster ...	...	Naim.		

(*K.R. and A.I., Art. 1228.*)

2651. } Issued Confidentially.  
2652. }



## 1936

386. }  
387. } *Issued Confidentially.*

**389.—Philippine Commonwealth—Honours, Salutes, etc.**

(M. 6114/35.—13.2.1936.)

The following interpretations of the United States Navy Regulations governing honours to the Philippine Commonwealth, issued by the Secretary of the United States Navy, are promulgated for information and guidance:—

1. Philippine ports shall not be considered by United States vessels as foreign ports for the purpose of salutes and the exchange of official calls.

2. An additional salute other than the national salute shall not be fired on entering a Philippine port where the flag of the President of the Philippines is displayed.

3. The President of the Philippine Commonwealth shall be given a salute of nineteen guns, and corresponding honours, using the Philippine national anthem and displaying the Philippine flag. The President takes precedence immediately after the United States High Commissioner.

4. Pending further instructions, the following subordinate officials of the Philippine Commonwealth will be given a salute of seventeen guns, and corresponding honours, displaying the United States Ensign during the salute: The Vice-President, the Chief Justice of the Supreme Court, Cabinet Officers, and the President of the Assembly.

5. American vessels in Philippine ports shall celebrate Philippine national holidays in the same manner as United States holidays.

6. When full dressing ship, the Philippine flag should be displayed at the fore.

The Secretary of the Navy has also informed the Commander-in-Chief of the Asiatic Fleet that foreign vessels entering Manila will be expected to display the United States flag during the salute.

**\*485.—Caution with regard to Single Merchant Ships approaching Naval Squadrons**

(N.L. 393/36.—27.2.1936.)

A caution is issued annually in "Notices to Mariners" which calls the attention of shipowners and mariners to the danger to all concerned, by single vessels approaching a squadron of warships so closely as to involve risk of collision, or attempting to pass ahead of, or through, such a squadron; and mariners are warned in such Notice that it would be in the interest of safety for single vessels to adopt early measures to avoid approaching a squadron so as to involve risk of collision, and to keep out of its way. Officers concerned must bear in mind that the Notice to Mariners in question has only a limited circulation; also that it gives advice to mariners, but is in no sense an International Regulation. In no case is it to be assumed that single vessels will adopt such measures. Officers concerned should, therefore, keep a careful watch on single vessels, and should be ready, in case they do not give early indication of their intention to avoid the squadron, to take such action in accordance with the Collision Regulations and good seamanship as may be required to avoid risk of collision.

2. The Admiralty Notice to Mariners issued annually on this subject is now in the following terms:—

# ADMIRALTY NOTICE TO MARINERS.

No. 7. *Caution with regard to Single Ships  
approaching Squadrons or Aircraft Carriers*

*Former Notice—No. 7 of 1935.*

1. The attention of shipowners and mariners is called to the danger to all concerned which is caused by single vessels approaching a squadron of warships so closely as to involve risk of collision, or attempting to pass ahead of, or through, such a squadron.

2. Mariners are warned that it would be in the interests of safety for single vessels to adopt early measures to avoid approaching a squadron under the above conditions which might involve risk of collision and to keep out of its way.

3. Attention is also drawn to the uncertainty of the movements of aircraft carriers which must necessarily turn into the wind when aircraft are taking off or landing.

4. In circumstances where a single vessel has not taken early measures to keep out of the way of a squadron or aircraft carrier, the "Regulations for preventing Collisions at Sea" must be the guide.

*Note.*—This Notice is a repetition of the former Notice quoted above.

(*Notice No. 7 of 1.1.1935.*)

*Authority.*—The Lords Commissioners of the Admiralty.  
(*H. 7956/34.*)

## 668.—*Issued Confidentially.*

## \*669.—**Meteorological Organisation on the Mediterranean Station—Supply of special forecasts by the Meteorological Offices at Malta and Heliopolis**

(*H. 484/36.—19.3.1936.*)

In accordance with the recommendation of the naval meteorological conference held at Malta in November, 1934, the following modified arrangements have been introduced for the supply of special forecasts to H.M. ships on the Mediterranean station.

2. *Western and Central Mediterranean (west of longitude 20° E.).*—  
(a) Special forecasts required by H.M. ships in the Mediterranean west of longitude 20° E. will be issued by the Meteorological Office, Malta, and requests for these should be addressed to *Meteor, Malta*, through Malta W/T.

(b) These forecasts can be issued at any time between 0400 and 2100 G.M.T., and will be based upon the latest information available at the time of issue. It should be noted, however, that the forecasts based upon the most complete and up-to-date information will be those issued at about 0930, 1530 and 2030 G.M.T., which are the times by which the 0700, 1300 and 1800 synoptic charts respectively are completed.

(c) The above arrangement does not preclude H.M. ships in the vicinity of Gibraltar from obtaining special forecasts from the Meteorological Office, Gibraltar, by arrangement with the Officer-in-charge, when such forecasts can conveniently be given.

3. *Eastern Mediterranean (east of longitude 20° E.) and Red Sea (north of Port Sudan).*—(a) Special forecasts required by H.M. ships in the Mediterranean east of longitude 20° E. and in the Red Sea (north of Port Sudan) will be issued by the Meteorological Office, Heliopolis, and requests for these should be addressed to *Meteor, Heliopolis*, through normal service W/T channels.

(b) These forecasts can be issued (immediately on receipt of a request if necessary) at any time between 0330 and 1130 G.M.T. and between 1530 and 1700 G.M.T., and at any other times provided sufficient notice is given. Each forecast will be based upon the latest information available at the time of issue. It should be noted, however, that the forecasts for the Eastern Mediterranean based upon the most complete and up-to-date information will be those issued at about 0900 and 1600 G.M.T., which are the times by which the 0600 and 1200 G.M.T. synoptic charts respectively are completed. As only 0600 G.M.T. observations are received from the Red Sea region, the most suitable time of issue of forecasts for this region is about 0900 G.M.T.

4. H.M. ships requiring special forecasts should address the request to the appropriate Meteorological Office as indicated above. Each request should indicate—

(a) The date and time at which the forecast should be issued, if not required immediately.

(b) The area, date and period for which the forecast is required.

(c) The height or heights for which upper winds are required, if they are required.

(d) And, if necessary, that a further outlook is required.

*Examples.*—(i) “Request forecast at 2030 on Wednesday, 1st January, for Southern Aegean, period 24 hours, commencing 0400 G.M.T., on Thursday, 2nd January, upper winds at 6,000 feet and 10,000 feet, with further outlook.”

(ii) “Request forecast for Gulf of Lions, period 24 hours, commencing 0400 G.M.T., on Thursday, 2nd January.”

5. It should be noted that routine forecasts for each area in which H.M. ships are known to be cruising are included in the Malta Fleet synoptic messages, particularly when weather reports from H.M. ships in the area have been received by the Meteorological Office, Malta. These routine forecasts should be utilised so far as possible before requesting special forecasts from Malta or Heliopolis.

## 670.—Gun-fire Practice by H.M. Ships in vicinity of Commercial Aircraft Routes

(M. 863/36.—19.3.1936.)

All ships when in the vicinity of commercial aircraft routes are to take precautions against endangering aircraft by high or low-angle gun-fire.

2. The main commercial aircraft routes between the British Isles and the Continent involve sea crossings approximately between the lines Clacton-on-Sea—North Hinder light vessel and Newhaven—Dieppe.

3. In addition the following air services involving sea crossings are regularly operated throughout the year:—

Thurso—Kirkwall.

Wick—Kirkwall.

Across Cromarty and Dornoch Firths (*i.e.*, Inverness—Wick and Aberdeen—Wick).

Aberdeen—Edinburgh.

Southend—Rochester.

London—Jersey.

Southampton—Channel Islands.

Inter-Channel Islands services.

Cardiff—Barnstaple—Lundy Island.

Bristol—Cardiff (Bristol Channel).

Liverpool—Isle of Man.

Blackpool—Isle of Man.

Renfrew—Isle of Man.

Belfast—Isle of Man.

Belfast—Renfrew.

Renfrew—Campbeltown—Islay.

Renfrew—Skye—South Uist—North Uist.

4. During the summer months the following additional air services will be in operation, involving sea crossings:—

Orkney Islands-Shetland Islands.

Amsterdam-Doncaster.

Southend-Ramsgate.

Brighton-Deauville.

Portsmouth-Paris.

Intense services across Spithead and Solent.

Bristol-Le Touquet.

Penzance-Scilly Isles.

St. Bees Head-Isle of Man (*i.e.*, Carlisle-Isle of Man).

Across North Minch to Stornoway.

5. In addition regular services may shortly be established between:—

Dublin-Liverpool.

Dublin-Bristol.

6. During the summer months seaplanes are catapulted from S.S. "Bremen" and "Europa" when on their eastbound voyages from a position approximately 500 miles westward of the Scilly Islands, and from thence the aircraft fly to Southampton.

## 671.—Exercises for Personnel of Royal Air Force Units— Co-operation of H.M. Ships

(M. 605/36.—19.3.1936.)

(*This reprint embodies A.F.O. 1000/36.*)

In order that the personnel of Royal Air Force Units at the Royal Air Force Bases at Gosport, Mount Batten, Pembroke Dock, and Donibristle, and pupils of the Air Navigation School at Manston, Kent, may have opportunities of estimating the courses and speeds and of reporting the positions of ships, H.M. ships on passage in waters within reach of those units are, when requested, and provided circumstances permit, to co-operate with the Officers Commanding the R.A.F. Bases at Gosport, Calshot, Mount Batten, Pembroke Dock, Donibristle, and the Air Navigation School, Manston, in carrying out such exercises.

2. The Commanders-in-Chief, Portsmouth, The Nore, and Plymouth, and the Commanding Officer, Coast of Scotland, should arrange to inform the Officers Commanding the Royal Air Force Base concerned of suitable movements of H.M. ships and when the Air Authorities desire to exercise with a particular ship, they will inform her direct, repeating the information to the Commander-in-Chief, Portsmouth, Commander-in-Chief, The Nore, Commander-in-Chief, Plymouth, or Commanding Officer, Coast of Scotland, as necessary. Provided it is convenient to meet the Air Authorities' wishes, the following procedure should be followed:—

- (i) Ships are to inform the Royal Air Force Base concerned of the time they will be ready to commence the exercise, and the anticipated position, course, and speed at that time. A day's notice should be given whenever practicable. The exercises can be carried out at distances up to within 120 miles of the R.A.F. Base concerned.
- (ii) The Officer Commanding the R.A.F. Base concerned is to inform the ship
  - (a) the wave frequency and call signs of the aircraft taking part, (b) the time at which the aircraft leave for and return from the exercise, together with the number and type of aircraft taking part. The aircraft will make their reports direct to the base concerned or to each other.
- (iii) Normally the duration of the exercise should not exceed  $1\frac{1}{2}$  hours. A searchlight should be trained on the aircraft when in sight from the ship. Alterations of course should be made every 7 to 12 minutes and, if practicable, some alterations of speed.
- (iv) *Records.*—Accurate zone time is to be kept. On arrival in harbour, ships are to forward to the Officer Commanding the Royal Air Force Base concerned, the initial time, position, course and speed, and a list of subsequent alterations with times.

**\*723.—Toasts in Naval Messes and at Official Dinners**

(M. 1349/35.—26.3.1936.)

**I.—*The Loyal Toast***

The health of H.M. The King should be honoured, seated, in all Naval messes, whether on board ship or on shore, on all occasions except :—

- (a) When the National Anthem is played : the toast should then be drunk, standing.
- (b) When toasts to foreign heads of States are included : they and that of “The King” should be drunk, standing, whether national anthems are played or not.

**II.—*Procedure when foreign officers are present***

Whenever foreign officers or officials are entertained officially on board H.M. ships or in Naval Establishments on occasions when it is customary for toasts to be exchanged, the following procedure is to be observed :—

- (a) The British Officer acting as host will propose as the first toast the health of the Head of the State (Sovereign or President) of the country to which the visitors belong.
- (b) After this has been honoured, the Senior Officer of the foreign guests will propose the health of His Majesty King George VI.
- (c) When more than one nation is represented among the guests, the host will propose a collective toast of the Heads of the several States represented, naming them in the order of the rank and seniority of their respective representative officers present. In a foreign port, however, when officers of the State visited are present, the Head of that State should invariably be named first in the collective toast, the remainder being named in the order described in the preceding sentence.
- (d) To this collective toast the senior and highest in rank of the Foreign Officers present will respond on behalf of all the foreign guests by proposing the health of His Majesty King George VI.
- (e) This procedure should be arranged beforehand between the British Officer who is the host and his foreign guests.
- (f) The first toast should always be proposed in English, but, if possible, it should also be repeated in French, or in the language of the visitors.
- (g) Any subsequent toast may follow as the occasion demands.

**III.—*Foreign National Anthems***

When a foreign national anthem is played in accompaniment to a toast, an abbreviated version should not be used unless it has been ascertained that this would be in accordance with the custom of the country concerned.

**724.—Marching through the City of London—Procedure**

(M. 5164/35.—26.3.1936.)

The following procedure is to be followed when it is desired that units of H.M. Navy or Naval Reserves shall march through the City of London :—

- (a) When it is desired that any units of His Majesty's Navy or Naval Reserves shall march through the City of London, a formal notice of such intention is to be addressed by them to the Clerk to the Lord Mayor, who will undertake to communicate with the Commissioner of the City Police.
- (b) If it is desired that the unit should march with fixed bayonets, the concurrence of the Lord Mayor is to be requested.
- (c) The procedure at (b) does not apply to the Royal Marines, who, together with the Grenadier Guards, the Buffs (Royal East Kent Regiment), the Royal Fusiliers (City of London Regiment), the Honourable Artillery Company, and 5th Battalion the Royal Northumberland Fusiliers, have the privilege of marching through the City of London with fixed bayonets, etc., and who, instead of asking permission, will notify the Clerk to the Lord Mayor of their intention of exercising their privilege.

### 939.—Turkey—Wearing of Uniform by Members of Foreign Naval, Military, and Air Forces

(M. 842/36.—23.4.1936.)

The following translation of a Turkish decree, dated 20th December, 1935, regulating the wearing of uniform in Turkey by members of foreign naval, military, and air forces, is promulgated for information and guidance :—

#### *Instructions concerning the Uniforms of Members of Foreign Land, Sea, and Air Forces who may visit Turkey*

*Article 1.*—(i) Members of foreign forces arriving in Turkey individually or in groups ; (ii) Units visiting Turkey in a military formation, or in a foreign naval or air squadron ; (iii) Members of foreign forces invited to Turkey for sports or other similar events, who are furnished with a special permit or who have an official status, may wear uniforms corresponding to what is worn by members of the Turkish forces, as provided for by the decree governing uniforms in the Turkish Army. Moreover, they are expected to wear such uniforms on occasions of official visits and when they attend manœuvres and exercises.

*Article 2.*—Military, Naval, and Air Attachés of Embassies are subject to international customs as regards the wearing of uniform.

*Article 3.*—Delegations belonging to foreign forces crossing Turkey *en route* may travel in uniform subject to obtaining permission of the Turkish Government.

*Article 4.*—Members of foreign forces who may happen to be in aircraft making forced landings or crashing within Turkish frontiers will be allowed to wear their uniform in the particular locality until such time as the circumstances of *force majeure* no longer apply. If they return overland to their own country, this permission will be extended until they cross the frontier.

\**Article 5.*—Crews of warships or auxiliaries taking refuge in our ports and territorial waters as a consequence of *force majeure*, or by the necessity for obtaining supplies to continue their voyage, will be permitted to land at the ports which they reach wearing their ordinary uniform, but without side arm or sword. If, in the first case, the place of refuge is not an inhabited port, they will be permitted to proceed to the nearest large town or market place, in the same uniforms.

*Article 6.*—Members of foreign forces who may take refuge in Turkey, whether individually or in groups, will be permitted to go about in their ordinary uniforms, within the limits of the garrison to which they are assigned.

*Article 7.*—Foreign officers who come to take a term or a course of instruction in the Turkish Army may be permitted to wear their uniforms when they are on duty. This permission will be subject strictly to reciprocal treatment.

*Article 8.*—All members of foreign forces visiting Turkey are required to wear civilian clothes in all circumstances not provided for in the above articles.

\**Note.*—Under the Turkish regulations for visits of foreign warships (*see* B.R. 83), warships and auxiliaries are not permitted to enter the war ports of Izmid and Smyrna even under stress of *force majeure*.

1161.—*Issued Confidentially.*

### 1530.—Signalling between H.M. Ships and British Merchant Vessels

(M. 1265/36.—25.6.1936.)

In order to encourage visual signalling in the Merchant Navy, it is desirable that H.M. ships should lose no suitable opportunity of carrying out signalling exercises with British merchant ships.

2. It is important that the difficulties under which the merchant navy labour, should be appreciated by H.M. ships. In cargo vessels, the total bridge personnel usually consists of the Officer of the Watch and the helmsman only. Consequently,

the reading, writing down, answering, etc., of a signal is carried out by the Officer of the Watch single-handed, and there are many occasions, at sea, when he is not free to attend to signals.

3. *Exercises in Harbour* should only be carried out when a request has been received from a merchant vessel. In harbour, signal stations are also to make exercises, if asked to do so, provided that they can be carried out without detriment to Service signalling.

4. *Exercises at Sea* should never be carried out when the merchant vessel is in pilotage waters, as the officers are fully occupied navigating their ship.

Communication with a merchant vessel should only be attempted, for the purpose of exercising signals, when she is in the open sea and when her Officer of the Watch is unlikely to be fixing the position of his ship or occupied in observing the movements of other vessels approaching him.

5. *Rules for Signalling.*—The following rules should generally be observed when communicating with merchant ships, particularly those with a small bridge personnel :—

- (a) *Signalling by Flags.*—Time must be allowed for the Officer of the Watch to bend on and hoist flags, himself, as well as the time required to look up the necessary signal in the code.
- (b) *Signalling by Flashing.*—A sufficiently bright light should be used to allow the message to be read with the naked eye.
- (c) *Signalling by Semaphore.*—A message should only be made by semaphore if it can be read with the naked eye. If the distance does not allow of this, the message should be made by flashing and the merchant ship may be requested to reply by semaphore, in order to provide the officers with practice in making semaphore.
- (c) *Signalling by Flashing or Semaphore.*—A pause should be made after every few words of a message to enable them to be written down.

6. *Returns.*—Great interest is shown by the shipping companies in the signal exercises, and the results are published in the Press, which has undoubtedly stimulated keenness in signalling efficiency throughout the merchant navy.

7. Form S.174 (Quarterly Return of Signalling with British Merchant Ships) is to be rendered to the Admiralty through Commanders-in-Chief or senior officers. Blank returns are not required.

8. Column 7 of Form S.174 should contain the method of communication used :—

- (i) by H.M. ship,
- (ii) by the merchant vessel,

and it is necessary to differentiate between signalling projectors, Aldis lanterns and flashing lamps.

9. In order that the summaries published in Admiralty Fleet Orders, on which the Press notices are based, may give a true indication of the results of the signalling exercises, it is particularly important that the returns on Form S.174 should contain a careful and accurate report on the exercises carried out. The "Remarks" column is provided for this purpose.

10. *Failure to obtain an Answer.*—When any of H.M. ships fail to obtain an answer to visual signals made to a British merchant vessel, a wireless message should be sent to the vessel as follows :—

"Please note that H.M.S. .... has been endeavouring to communicate with you by flags (flashing, etc.). No answer has been received to her signals."

A reply should *not* be asked for by W/T.

(Also issued as A.F.O. S.112/36.)

**1748.—Re-organisation of Catapult Units in the Fleet Air Arm**

(C.W. 5184/36.—16.7.1936.)

With effect from the 15th July, 1936, the aircraft of the Fleet Air Arm carried in capital ships and cruisers will be re-organised as follows :—

- Aircraft carried in ships of the 1st Battle Squadron will become No. 701 (Catapult) Flight.
- Aircraft carried in ships of the 2nd Battle Squadron will become No. 702 (Catapult) Flight.
- Aircraft carried in ships of the Battle Cruiser Squadron will become No. 705 (Catapult) Flight.
- Aircraft carried in ships of the 1st Cruiser Squadron will become No. 711 (Catapult) Flight.
- Aircraft carried in ships of the 2nd Cruiser Squadron will become No. 712 (Catapult) Squadron.
- Aircraft carried in ships of the 3rd Cruiser Squadron will become No. 713 (Catapult) Flight.
- Aircraft carried in ships of the 4th Cruiser Squadron will become No. 714 (Catapult) Flight.
- Aircraft carried in ships of the 5th Cruiser Squadron will become No. 715 (Catapult) Squadron.
- Aircraft carried in ships of the 6th Cruiser Squadron will become No. 716 (Catapult) Flight.
- Aircraft carried in ships of the 8th Cruiser Squadron will become No. 718 (Catapult) Squadron.
- Aircraft carried in ships of the New Zealand Division will become No. 720 (Catapult) Flight.

2. It is essential to the new organisation that the Royal Air Force organisation of the aircraft should be co-incident with the Naval organisation of H.M. ships. Consequently when a ship is transferred from one naval formation to another the transfer of the aircraft, personnel and maintenance stores to the appropriate Flight or Squadron will be carried out automatically and without further instructions from the Air Ministry (e.g., if H.M.S. "Neptune" is transferred from 2nd Cruiser Squadron to 3rd Cruiser Squadron the aircraft carried in the ship will be transferred automatically from No. 712 (Catapult) Flight to No. 713 (Catapult) Flight. All vouchers, inventories, etc., held by the Royal Air Force Stations, Mount Batten, Lee-on-Solent, or by Coastal Command will be transferred immediately to Royal Air Force Station Calafra or to Mediterranean Command as appropriate. The Mediterranean Command will assume all administrative and maintenance responsibilities and all returns from H.M.S. "Neptune" will be forwarded to the Admiral Commanding 3rd Cruiser Squadron or to Royal Air Force Base, Calafra, or to Mediterranean Command Headquarters as appropriate).

3. When a ship belonging to a foreign station returns to home waters for any purpose and is not transferred or attached to a naval squadron in home waters, the aircraft and personnel will be regarded as detached from their Flight or Squadron to Royal Air Force Station, Mount Batten, or Royal Air Force Station, Lee-on-Solent, as ordered by the Air Officer Commanding Coastal Command. The Air Officer Commanding Coastal Command (through the Royal Air Force Station concerned) will assume full administrative and maintenance responsibility whilst the ship remains in home waters or the aircraft remain shore-based. All returns and reports will be made to the Royal Air Force Station concerned or to Coastal Command as appropriate.

4. In the event of a naval squadron being transferred from one Command to another (e.g. from Home Fleet to Mediterranean Fleet) then the whole Royal Air Force flight or squadron concerned will be automatically transferred to the Royal Air Force Command concerned.

(Also issued as Air Ministry Order A.160 dated 2nd July, 1936.)

**1794a.—Issued Confidentially.**



**1794b.—Catapult Trials Afloat—Allocation of Responsibilities**

(M./N.A.D. 55/36.—23.7.1936.)

The following Departmental responsibilities during catapult trials afloat have been allocated with the concurrence of the Air Council :—

- (a) Fitness of aircraft for catapulting ... .. Air Ministry.
- (b) Examination of aircraft and dummies after catapulting. ... .. Air Ministry.
- (c) Readiness and state of catapult ... .. Admiralty (Engineer in Chief).
- (d) Relative wind speed ... .. Captain of ship.
- (e) Effect on structure of ship ... .. Admiralty (Director of Naval Construction).
- (f) Provision of suitable zone and light charges. State and readiness of explosion unit and firing gear. ... .. Admiralty (Director of Naval Ordnance).
- (g) General responsibility for the trials ... .. Admiralty (Director of Naval Air Division).

2. The Admiralty will normally communicate details of trials to be carried out to the Authorities concerned, who will submit a programme accordingly. The nature of trials involving the testing of new designs of either catapults or aircraft will be decided in consultation between the Admiralty and the Air Ministry.

3. For catapult installation trials in which production type catapults and aircraft are used, the responsibilities under 1(a) and (b) will be delegated to the command which supplies the aircraft used for the trials.

(Also issued as Air Ministry Order, A 176/36.)

**1794d.—Special (Short) Service Seamen and R.M. Recruits—Firings**

(T.S.D. 68/36/G.—23.7.1936.)

In order to afford experience of full calibre firing to all Special (Short) Service Seamen Qualifying (O.U. 5362—Part II, Course 127), and to all R.M. recruits qualifying for trained soldier (O.U. 5362, Part IV, Course 3), an allowance is approved for each man of 2 rounds of full calibre ammunition 4.7-in. or 4-in.

2. This allowance is to be employed only if the requirements of these classes qualifying is in excess of the 6-in., 4.7-in. or 4-in. full calibre ammunition allowed for other classes qualifying or requalifying.

**1918.—Issued Confidentially.****2039.—Trials of H.M. Ships over the Talland Measured Mile**

(M. 1032/36.—20.8.1936.)

H.M. ships undergoing trials over the Talland measured mile between Looe and Polperro should, in general, keep to a course not less than 4 miles from Looe in order to provide adequate clearance from crab pot gear.

2. This rule will not, however, apply in the presence of any special circumstances (e.g., poor visibility, high speed of the ship under trial) which make it necessary for the ship to approach nearer to the shore in order to carry out the trial with the requisite efficiency and accuracy.

**2290.—Issued Confidentially.****2354.—Organisation of Fleet Meteorology—Arrangements made locally on Stations—REPORT**

(H. 5279/36.—24.9.1936.)

Owing to the fact that reports on meteorological work in ships are rendered with logs which may not be received in the Meteorological Office until some time after the termination of the period covered by the report, difficulty has been experienced in keeping in touch with developments in the organisation of Fleet Meteorology on foreign stations.

2. Action is accordingly to be taken to ensure that any meteorological arrangements made locally on stations (*e.g.*, with the local shore meteorological service), or any amendments to existing arrangements, are to be reported immediately to the Hydrographer of the Navy, Admiralty, who will advise the Meteorological Office accordingly.

## 2607.—Turkey—Convention regarding the Régime of the Straits, 1936

(M.—29.10.1936.)

The Convention regarding the Régime of the Straits, signed at Montreux on the 20th July, 1936, is reproduced below. The ratification of the Convention by H.M. Government has been deposited.

The Convention entered into force on 9th November, 1936.

His Majesty the King of the Bulgarians, the President of the French Republic, His Majesty the King of Great Britain, Ireland and the British Dominions beyond the Seas, Emperor of India, His Majesty the King of the Hellenes, His Majesty the Emperor of Japan, His Majesty the King of Roumania, the President of the Turkish Republic, the Central Executive Committee of the Union of Soviet Socialist Republics, and His Majesty the King of Yugoslavia;

Desiring to regulate transit and navigation in the Straits of the Dardanelles, the Sea of Marmora and the Bosphorus comprised under the general term "Straits" in such manner as to safeguard, within the framework of Turkish security and of the security, in the Black Sea, of the riparian States, the principle enshrined in Article 23 of the Treaty of Peace signed at Lausanne on 24th July, 1923;

Have resolved to replace by the present Convention the Convention signed at Lausanne on 24th July, 1923, and have appointed as their plenipotentiaries:

\* \* \* \* \*

Who, after having exhibited their full powers, found in good and due form, have agreed on the following provisions:—

### ARTICLE 1.

The High Contracting Parties recognise and affirm the principle of freedom of transit and navigation by sea in the Straits.

The exercise of this freedom shall henceforth be regulated by the provisions of the present Convention.

### Section I.—*Merchant Vessels.*

### ARTICLE 2.

In time of peace, merchant vessels shall enjoy complete freedom of transit and navigation in the Straits, by day and by night, under any flag and with any kind of cargo, without any formalities, except as provided in Article 3 below. No taxes or charges other than those authorised by Annex I to the present Convention shall be levied by the Turkish authorities on these vessels when passing in transit without calling at a port in the Straits.

In order to facilitate the collection of these taxes or charges merchant vessels passing through the Straits shall communicate to the officials at the stations referred to in Article 3 their name, nationality, tonnage, destination and last port of call (*provenance*).

Pilotage and towage remain optional.

## ARTICLE 3.

All ships entering the Straits by the Aegean Sea or by the Black Sea shall stop at a sanitary station near the entrance to the Straits for the purposes of the sanitary control prescribed by Turkish law within the framework of international sanitary regulations. This control, in the case of ships possessing a clean bill of health or presenting a declaration of health testifying that they do not fall within the scope of the provisions of the second paragraph of the present article, shall be carried out by day and by night with all possible speed, and the vessels in question shall not be required to make any other stop during their passage through the Straits.

Vessels which have on board cases of plague, cholera, yellow fever, exanthematic typhus or smallpox, or which have had such cases on board during the previous seven days, and vessels which have left an infected port within less than five times twenty-four hours shall stop at the sanitary stations indicated in the preceding paragraph in order to embark such sanitary guards as the Turkish authorities may direct. No tax or charge shall be levied in respect of these sanitary guards and they shall be disembarked at a sanitary station on departure from the Straits.

## ARTICLE 4.

In time of war, Turkey not being belligerent, merchant vessels, under any flag or with any kind of cargo, shall enjoy freedom of transit and navigation in the Straits subject to the provisions of Article 2 and 3.

Pilotage and towage remain optional.

## ARTICLE 5.

In time of war, Turkey being belligerent, merchant vessels not belonging to a country at war with Turkey shall enjoy freedom of transit and navigation in the Straits on condition that they do not in any way assist the enemy.

Such vessels shall enter the Straits by day and their transit shall be effected by the route which shall in each case be indicated by the Turkish authorities.

## ARTICLE 6.

Should Turkey consider herself to be threatened with imminent danger of war, the provisions of Article 2 shall nevertheless continue to be applied except that vessels must enter the Straits by day and that their transit must be effected by the route which shall, in each case, be indicated by the Turkish authorities.

Pilotage may, in this case, be made obligatory, but no charge shall be levied.

## ARTICLE 7.

The term "merchant vessels" applies to all vessels which are not covered by Section II of the present Convention.

Section II.—*Vessels of War.*

## ARTICLE 8.

For the purposes of the present Convention, the definitions of vessels of war and of their specification together with those relating to the calculation of tonnage shall be as set forth in Annex II to the present Convention.

## ARTICLE 9.

Naval auxiliary vessels specifically designed for the carriage of fuel, liquid or non-liquid, shall not be subject to the provisions of Article 13 regarding notification, nor shall they be counted for the purpose of calculating the tonnage which is subject to limitation under Articles 14 and 18, on condition that they shall pass through the Straits singly. They shall, however, continue to be on the same footing as vessels of war for the purpose of the remaining provisions governing transit.

The auxiliary vessels specified in the preceding paragraph shall only be entitled to benefit by the exceptional status therein contemplated if their armament does not include: for use against floating targets, more than two guns of a maximum calibre of 105 millimetres; for use against aerial targets, more than two guns of a maximum calibre of 75 millimetres.

#### ARTICLE 10.

In time of peace, light surface vessels, minor war vessels and auxiliary vessels, whether belonging to Black Sea or non-Black Sea Powers, and whatever their flag, shall enjoy freedom of transit through the Straits without any taxes or charges whatever, provided that such transit is begun during daylight and subject to the conditions laid down in Article 13 and the articles following thereafter.

Vessels of war other than those which fall within the categories specified in the preceding paragraph shall only enjoy a right of transit under the special conditions provided by Articles 11 and 12.

#### ARTICLE 11.

Black Sea Powers may send through the Straits capital ships of a tonnage greater than that laid down in the first paragraph of Article 14, on condition that these vessels pass through the Straits singly, escorted by not more than two destroyers.

#### ARTICLE 12.

Black Sea Powers shall have the right to send through the Straits, for the purpose of rejoining their base, submarines constructed or purchased outside the Black Sea, provided that adequate notice of the laying down or purchase of such submarines shall have been given to Turkey.

Submarines belonging to the said Powers shall also be entitled to pass through the Straits to be repaired in dockyards outside the Black Sea on condition that detailed information on the matter is given to Turkey.

In either case, the said submarines must travel by day and on the surface, and must pass through the Straits singly.

#### ARTICLE 13.

The transit of vessels of war through the Straits shall be preceded by a notification given to the Turkish Government through the diplomatic channel. The normal period of notice shall be eight days; but it is desirable that in the case of non-Black Sea Powers this period should be increased to fifteen days. The notification shall specify the destination, name, type and number of the vessels, as also the date of entry for the outward passage and, if necessary, for the return journey. Any change of date shall be subject to three days' notice.

Entry into the Straits for the outward passage shall take place within a period of five days from the date given in the original notification. After the expiry of this period, a new notification shall be given under the same conditions as for the original notification.

When effecting transit, the commander of the Naval force shall, without being under any obligation to stop, communicate to a signal station at the entrance to the Dardanelles or the Bosphorus the exact composition of the force under his orders.

#### ARTICLE 14.

The maximum aggregate tonnage of all foreign Naval forces which may be in course of transit through the Straits shall not exceed 15,000 tons, except in the cases provided for in Article 11 and in Annex III to the present Convention.

The forces specified in the preceding paragraph shall not, however, comprise more than nine vessels.

Vessels, whether belonging to Black Sea or non-Black Sea Powers, paying visits to a port in the Straits, in accordance with the provisions of Article 17, shall not be included in this tonnage.

Neither shall vessels of war which have suffered damage during their passage through the Straits be included in this tonnage; such vessels, while undergoing repair, shall be subject to any special provisions relating to security laid down by Turkey.

ARTICLE 15.

Vessels of war in transit through the Straits shall in no circumstances make use of any aircraft which they may be carrying.

ARTICLE 16.

Vessels of war in transit through the Straits shall not, except in the event of damage or peril of the sea, remain therein longer than is necessary for them to effect the passage.

ARTICLE 17.

Nothing in the provisions of the preceding articles shall prevent a Naval force of any tonnage or composition from paying a courtesy visit of limited duration to a port in the Straits, at the invitation of the Turkish Government. Any such force must leave the Straits by the same route as that by which it entered, unless it fulfils the conditions required for passage in transit through the Straits as laid down by Articles 10, 14 and 18.

ARTICLE 18.

(1) The aggregate tonnage which non-Black Sea Powers may have in that sea in time of peace shall be limited as follows:—

(a) Except as provided in paragraph (b) below, the aggregate tonnage of the said Powers shall not exceed 30,000 tons;

(b) If at any time the tonnage of the strongest fleet in the Black Sea shall exceed by at least 10,000 tons the tonnage of the strongest fleet in that sea at the date of the signature of the present Convention, the aggregate tonnage of 30,000 tons mentioned in paragraph (a) shall be increased by the same amount, up to a maximum of 45,000 tons. For this purpose, each Black Sea Power shall, in conformity with Annex IV to the present Convention, inform the Turkish Government, on the 1st January and the 1st July of each year, of the total tonnage of its fleet in the Black Sea; and the Turkish Government shall transmit this information to the other High Contracting Parties and to the Secretary-General of the League of Nations.

(c) The tonnage which any one non-Black Sea Power may have in the Black Sea shall be limited to two-thirds of the aggregate tonnage provided for in paragraphs (a) and (b) above;

(d) In the event, however, of one or more non-Black Sea Powers desiring to send Naval forces into the Black Sea, for a humanitarian purpose, the said forces, which shall in no case exceed 8,000 tons altogether, shall be allowed to enter the Black Sea without having to give the notification provided for in Article 13 of the present Convention, provided an authorisation is obtained from the Turkish Government in the following circumstances: if the figure of the aggregate tonnage specified in paragraphs (a) and (b) above has not been reached and will not be exceeded by the despatch of the forces which it is desired to send, the Turkish Government shall grant the said authorisation within the shortest possible time after receiving the request which has been addressed to it; if the said figure has already been reached or if the despatch of the forces which it is desired to send will cause it to be exceeded, the Turkish Government will immediately inform the other Black Sea Powers of the request for authorisation, and if the said Powers make no objection within twenty-four hours of having received this information, the Turkish Government shall, within forty-eight hours at the latest, inform the interested Powers of the reply which it has decided to make to their request.

Any further entry into the Black Sea of Naval forces of non-Black Sea Powers shall only be effected within the available limits of the aggregate tonnage provided for in paragraphs (a) and (b) above.

(2) Vessels of war belonging to non-Black Sea Powers shall not remain in the Black Sea more than twenty-one days, whatever be the object of their presence there.

#### ARTICLE 19.

In time of war, Turkey not being belligerent, warships shall enjoy complete freedom of transit and navigation through the Straits under the same conditions as those laid down in Articles 10 to 18.

Vessels of war belonging to belligerent Powers shall not, however, pass through the Straits except in cases arising out of the application of Article 25 of the present Convention, and in cases of assistance rendered to a State victim of aggression in virtue of a treaty of mutual assistance binding Turkey, concluded within the framework of the Covenant of the League of Nations, and registered and published in accordance with the provisions of Article 18 of the Covenant.

In the exceptional cases provided for in the preceding paragraph, the limitations laid down in Articles 10 to 18 of the present Convention shall not be applicable.

Notwithstanding the prohibition of passage laid down in paragraph 2 above, vessels of war belonging to belligerent Powers, whether they are Black Sea Powers or not, which have become separated from their bases, may return thereto.

Vessels of war belonging to belligerent Powers shall not make any capture, exercise the right of visit and search, or carry out any hostile act in the Straits.

#### ARTICLE 20.

In time of war, Turkey being belligerent, the provisions of Articles 10 to 18 shall not be applicable; the passage of warships shall be left entirely to the discretion of the Turkish Government.

#### ARTICLE 21.

Should Turkey consider herself to be threatened with imminent danger of war she shall have the right to apply the provisions of Article 20 of the present Convention.

Vessels which have passed through the Straits before Turkey has made use of the powers conferred upon her by the preceding paragraph, and which thus find themselves separated from their bases, may return thereto. It is, however, understood that Turkey may deny this right to vessels of war belonging to the State whose attitude has given rise to the application of the present article.

Should the Turkish Government make use of the powers conferred by the first paragraph of the present article, a notification to that effect shall be addressed to the High Contracting Parties and to the Secretary-General of the League of Nations.

If the Council of the League of Nations decide by a majority of two-thirds that the measures thus taken by Turkey are not justified, and if such should also be the opinion of the majority of the High Contracting Parties signatories to the present Convention, the Turkish Government undertakes to discontinue the measures in question as also any measures which may have been taken under Article 6 of the present Convention.

#### ARTICLE 22.

Vessels of war which have on board cases of plague, cholera, yellow fever, exanthematic typhus or smallpox or which have had such cases on board within the last seven days and vessels of war which have left an infected port within less than five times twenty-four hours must pass through the Straits in quarantine and apply by the means on board such prophylactic measures as are necessary in order to prevent any possibility of the Straits being infected.

Section III.—*Aircraft.*

## ARTICLE 23.

In order to assure the passage of civil aircraft between the Mediterranean and the Black Sea, the Turkish Government will indicate the air routes available for this purpose, outside the forbidden zones which may be established in the Straits. Civil aircraft may use these routes provided that they give the Turkish Government, as regards occasional flights, a notification of three days, and as regards flights on regular services, a general notification of the dates of passage.

The Turkish Government moreover undertake, notwithstanding any remilitarisation of the Straits, to furnish the necessary facilities for the safe passage of civil aircraft authorised under the air regulations in force in Turkey to fly across Turkish territory between Europe and Asia. The route which is to be followed in the Straits zone by aircraft which have obtained an authorisation shall be indicated from time to time.

Section IV.—*General Provisions.*

## ARTICLE 24.

The functions of the International Commission set up under the Convention relating to the régime of the Straits of the 24th July, 1923, are hereby transferred to the Turkish Government.

The Turkish Government undertake to collect statistics and to furnish information concerning the application of Articles 11, 12, 14 and 18 of the present Convention.

They will supervise the execution of all the provisions of the present Convention relating to the passage of vessels of war through the Straits.

As soon as they have been notified of the intended passage through the Straits of a foreign Naval force the Turkish Government shall inform the representatives at Angora of the High Contracting Parties of the composition of that force, its tonnage, the date fixed for its entry into the Straits, and, if necessary, the probable date of its return.

The Turkish Government shall address to the Secretary-General of the League of Nations and to the High Contracting Parties an annual report giving details regarding the movements of foreign vessels of war through the Straits and furnishing all information which may be of service to commerce and navigation, both by sea and by air, for which provision is made in the present Convention.

## ARTICLE 25.

Nothing in the present Convention shall prejudice the rights and obligations of Turkey, or of any of the other High Contracting Parties members of the League of Nations, arising out of the Covenant of the League of Nations.

Section V.—*Final Provisions.*

## ARTICLE 26.

The present Convention shall be ratified as soon as possible.

The ratifications shall be deposited in the archives of the Government of the French Republic in Paris.

The Japanese Government shall be entitled to inform the Government of the French Republic through their diplomatic representative in Paris that the ratification has been given, and in that case they shall transmit the instrument of ratification as soon as possible.

A *procès-verbal* of the deposit of ratifications shall be drawn up as soon as six instruments of ratification, including that of Turkey, shall have been deposited. For this purpose the notification provided for in the preceding paragraph shall be taken as the equivalent of the deposit of an instrument of ratification.

The present Convention shall come into force on the date of the said *procès-verbal*.

The French Government will transmit to all the High Contracting Parties an authentic copy of the *procès-verbal* provided for in the preceding paragraph and of the *procès-verbaux* of the deposit of any subsequent ratifications.

#### ARTICLE 27.

The present Convention shall, as from the date of its entry into force, be open to accession by any Power signatory to the Treaty of Peace at Lausanne signed on the 24th July, 1923.

Each accession shall be notified, through the diplomatic channel, to the Government of the French Republic, and by the latter to all the High Contracting Parties.

Accessions shall come into force as from the date of notification to the French Government.

#### ARTICLE 28.

The present Convention shall remain in force for twenty years from the date of its entry into force.

The principle of freedom of transit and navigation affirmed in Article 1 of the present Convention shall however continue without limit of time.

If, two years prior to the expiry of the said period of twenty years, no High Contracting Party shall have given notice of denunciation to the French Government the present Convention shall continue in force until two years after such notice shall have been given. Any such notice shall be communicated by the French Government to the High Contracting Parties.

In the event of the present Convention being denounced in accordance with the provisions of the present article, the High Contracting Parties agree to be represented at a conference for the purpose of concluding a new Convention.

#### ARTICLE 29.

At the expiry of each period of five years from the date of the entry into force of the present Convention each of the High Contracting Parties shall be entitled to initiate a proposal for amending one or more of the provisions of the present Convention.

To be valid, any request for revision formulated by one of the High Contracting Parties must be supported, in the case of modifications to Articles 14 or 18, by one other High Contracting Party, and, in the case of modifications to any other article, by two other High Contracting Parties.

Any request for revision thus supported must be notified to all the High Contracting Parties three months prior to the expiry of the current period of five years. This notification shall contain details of the proposed amendments and the reasons which have given rise to them.

Should it be found impossible to reach an agreement on these proposals through the diplomatic channel, the High Contracting Parties agree to be represented at a conference to be summoned for this purpose.

Such a conference may only take decisions by a unanimous vote, except as regards cases of revision involving Articles 14 and 18, for which a majority of three-quarters of the High Contracting Parties shall be sufficient.

The said majority shall include three-quarters of the High Contracting Parties which are Black Sea Powers, including Turkey.

IN WITNESS WHEREOF, the above-mentioned Plenipotentiaries have signed the present Convention.

DONE at Montreux the 20th July, 1936, in eleven copies, of which the first copy, to which the seals of the Plenipotentiaries have been affixed, will be deposited in the archives of the Government of the French Republic, and of which the remaining copies have been transmitted to the signatory Powers.

\* \* \* \* \*



The undersigned, Plenipotentiaries of Japan, declare, in the name of their Government, that the provisions of the present Convention do not in any sense modify the position of Japan as a State not a member of the League of Nations, whether in relation to the Covenant of the League of Nations or in regard to treaties of mutual assistance concluded within the framework of the said Covenant, and that in particular Japan reserves full liberty of interpretation as regards the provisions of Articles 19 and 25 so far as they concern that Covenant and those treaties.

\* \* \* \* \*

### ANNEX I.

The taxes and charges which may be levied in accordance with Article 2 of the present Convention shall be those set forth in the following table. Any reductions in these taxes or charges which the Turkish Government may grant shall be applied without any distinction based on the flag of the vessel:—

<i>Nature of service rendered.</i>	<i>Amount of tax or charge to be levied on each ton of net register tonnage. Francs gold</i>
(a) Sanitary Control Stations ... ..	0.075
(b) Lighthouses, Light and Channel Buoys—	
Up to 800 tons ... ..	0.42
Above 800 tons ... ..	0.21
(c) Life Saving Services, including Lifeboats, Rocket Stations, Fog Sirens, Director-finding Stations, and any Light Buoys not comprised in (b) above, or other similar installations ... ..	0.10

2. The taxes and charges set forth in the table attached to paragraph 1 of the present annex shall apply in respect of a return voyage through the Straits (that is to say, a voyage from the Ægean Sea to the Black Sea and return back to the Ægean Sea or else a voyage through the Straits from the Black Sea to the Ægean Sea followed by a return voyage into the Black Sea); if, however, a merchant vessel re-enters the Straits with the object of returning into the Ægean Sea or to the Black Sea, as the case may be, more than six months after the date of entry into the Straits for the outward voyage, such vessel may be called upon to pay these taxes and charges a second time, provided no distinction is made based on the flag of the vessel.

3. If, on the outward voyage, a merchant vessel declares an intention of not returning, it shall only be obliged as regards the taxes and charges provided for in paragraphs (b) and (c) of the first paragraph of the present annex, to pay half the tariff indicated.

4. The taxes and charges set forth in the table attached to the first paragraph of the present annex, which are not to be greater than is necessary to cover the cost of maintaining the services concerned and of allowing for the creation of a reasonable reserve fund or working balance, shall not be increased or added to except in accordance with the provisions of Article 29 of the present Convention. They shall be payable in gold francs or in Turkish currency at the rate of exchange prevailing on the date of payment.

5. Merchant vessels may be required to pay taxes and charges for optional services, such as pilotage and towage, when any such service shall have been duly rendered by the Turkish authorities at the request of the agent or master of any such vessel. The Turkish Government will publish from time to time the tariff of the taxes and charges to be levied for such optional services.

6. These tariffs shall not be increased in cases in the event of the said services being made obligatory by reason of the application of Article 5.

## ANNEX II.

A. *Standard Displacement.*

(1) The standard displacement of a surface vessel is the displacement of the vessel, complete, fully manned, engined, and equipped ready for sea, including all armament and ammunition, equipment, outfit, provisions and fresh water for crew, miscellaneous stores and implements of every description that are intended to be carried in war, but without fuel or reserve feed water on board.

(2) The standard displacement of a submarine is the surface displacement of the vessel complete (exclusive of the water in non-watertight structure), fully manned, engined and equipped ready for sea, including all armament and ammunition, equipment, outfit, provisions for crew, miscellaneous stores and implements of every description that are intended to be carried in war, but without fuel, lubricating oil, fresh water or ballast water of any kind on board.

(3) The word "ton" except in the expression "metric tons" denotes the ton of 2,240 lb. (1,016 kilos.).

B. *Categories.*

(1) *Capital Ships* are surface vessels of war belonging to one of the two following sub-categories:—

- (a) surface vessels of war, other than aircraft carriers, auxiliary vessels, or capital ships of sub-category (b), the standard displacement of which exceeds 10,000 tons (10,160 metric tons) or which carry a gun with a calibre exceeding 8 in. (203 mm.);
- (b) surface vessels of war, other than aircraft-carriers, the standard displacement of which does not exceed 8,000 tons (8,128 metric tons) and which carry a gun with a calibre exceeding 8 in. (203 mm.).

(2) *Aircraft-Carriers* are surface vessels of war, whatever their displacement, designed or adapted primarily for the purpose of carrying and operating aircraft at sea. The fitting of a landing-on or flying-off deck on any vessel of war, provided such vessel has not been designed or adapted primarily for the purpose of carrying and operating aircraft at sea, shall not cause any vessel so fitted to be classified in the category of aircraft-carriers.

The category of aircraft-carriers is divided into two sub-categories as follows:—

- (a) vessels fitted with a flight deck, from which aircraft can take off, or on which aircraft can land from the air;
- (b) vessels not fitted with a flight deck as described in (a) above.

(3) *Light Surface Vessels* are surface vessels of war other than aircraft-carriers, minor war vessels or auxiliary vessels, the standard displacement of which exceeds 100 tons (102 metric tons) and does not exceed 10,000 tons (10,160 metric tons), and which do not carry a gun with a calibre exceeding 8 in. (203 mm.).

The category of light surface vessels is divided into three sub-categories as follows:—

- (a) vessels which carry a gun with a calibre exceeding 6.1 in. (155 mm.);
- (b) vessels which do not carry a gun with a calibre exceeding 6.1 in. (155 mm.) and the standard displacement of which exceeds 3,000 tons (3,048 metric tons);
- (c) vessels which do not carry a gun with a calibre exceeding 6.1 in. (155 mm.) and the standard displacement of which does not exceed 3,000 tons (3,048 metric tons).

(4) *Submarines* are all vessels designed to operate below the surface of the sea.

(5) *Minor War Vessels* are surface vessels of war, other than auxiliary vessels, the standard displacement of which exceeds 100 tons (102 metric tons) and does not exceed 2,000 tons (2,032 metric tons), provided they have none of the following characteristics:—

- (a) mount a gun with a calibre exceeding 6.1 in. (155 mm.);
- (b) are designed or fitted to launch torpedoes;
- (c) are designed for a speed greater than twenty knots.

(6) *Auxiliary Vessels* are Naval surface vessels the standard displacement of which exceeds 100 tons (102 metric tons), which are normally employed on fleet duties or as troop transports, or in some other way than as fighting ships, and which are not specifically built as fighting ships, provided they have none of the following characteristics:—

- (a) mount a gun with a calibre exceeding 6.1 in. (155 mm.);
- (b) mount more than eight guns with a calibre exceeding 3 in. (76 mm.);
- (c) are designed or fitted to launch torpedoes;
- (d) are designed for protection by armour plate;
- (e) are designed for a speed greater than twenty-eight knots.
- (f) are designed or adapted primarily for operating aircraft at sea;
- (g) mount more than two aircraft-launching apparatus.

### C. *Over-Age.*

Vessels of the following categories and sub-categories shall be deemed to be "over-age" when the undermentioned number of years have elapsed since completion:—

(a) Capital ships ... ..	26 years.
(b) Aircraft-carriers ... ..	20 years.
(c) Light surface vessels, sub-categories (a) and (b)—	
(i) if laid down before 1st January, 1920 ... ..	16 years.
(ii) if laid down after 31st December, 1919 ... ..	20 years.
(d) Light surface vessels, sub-category (c) ... ..	16 years.
(e) Submarines ... ..	13 years.

### ANNEX III.

It is agreed that, of the three over-age training ships, as indicated below, belonging to the Japanese Fleet, two units may be allowed to visit ports in the Straits at the same time.

The aggregate tonnage of these two vessels shall in this case be considered as being equivalent to 15,000 tons.

			<i>Date when laid down.</i>	<i>Date of entry into service.</i>	<i>Standard displacement (tons).</i>	<i>Armaments.</i>
<i>Asama</i>	...	...	20-X-1896	18-III-1899	9,240	IV × 200 mm. XII × 150 mm.
<i>Yakumo</i>	...	...	1-IX-1898	20-VI-1900	9,010	IV × 200 mm. XII × 150 mm.
<i>Iwate</i>	...	...	11-XI-1898	18-III-1901	9,180	IV × 200 mm. XIV × 150 mm.

## ANNEX IV.

The categories and sub-categories of vessels to be included in the calculation of the total tonnage of the Black Sea Powers provided for in Article 18 of the present Convention are the following:—

## Capital Ships:

- sub-category (a).
- sub-category (b).

## Aircraft Carriers:

- sub-category (a).
- sub-category (b).

## Light Surface Vessels:

- sub-category (a).
- sub-category (b).
- sub-category (c).

## Submarines:

as defined in Annex II to the present Convention.

The displacement which is to be taken into consideration in the calculation of the total tonnage is the standard displacement as defined in Annex II. Only those vessels shall be taken into consideration which are not over-age according to the definition contained in the said Annex.

2. The notification provided for in Article 18, paragraph (b) shall also include the total tonnage of vessels belonging to the categories and sub-categories mentioned in paragraph 1 of the present Annex.

*Protocol.*

At the moment of signing the Convention bearing this day's date, the undersigned Plenipotentiaries declare for their respective Governments that they accept the following provisions:—

(1) Turkey may immediately remilitarise the zone of the Straits as defined in the Preamble to the said Convention.

(2) As from 15th August, 1936, the Turkish Government shall provisionally apply the régime specified in the said Convention.

(3) The present Protocol shall enter into force as from this day's date.

Done at Montreux, the 20th July, 1936.

\* \* \* \* \*

**2739.—***Issued Confidentially.*

**2780.—H.M.S. "Centurion"—Information and  
Administration—REPORTS**

(T.S.D. 142/36/G.—19.11.1936.)

Remarks on the control of the D/C target, its capabilities and limitations are contained in O.U. 6176/35, which should be consulted when framing orders for "Centurion" firings.

2. H.M. Ships "Centurion" and "Shikari" are administered by the Commander-in-Chief, Plymouth, and placed under the orders of the several Commanders-in-Chief when allocated to their commands in accordance with a programme which is drawn up at the Admiralty from time to time.

3. After each Fleet or special firing at H.M.S. "Centurion," a report is to be forwarded through the Administrative Authority, stating the damage inflicted on the ship.

The estimated cost of making good the damage is also to be reported as soon as known.

4. The reports should indicate whether the damage was due to Naval, Military, or Air Force operations.

### 2821.—*Issued Confidentially.*

### 2822.—Mediterranean and East Indies Stations—Limits

(M. 04877/36.—26.11.1936.)

Until further instructions are issued, the Red Sea and Gulf of Suez will be included in the East Indies Station. The line dividing the East Indies from the Mediterranean Station will be the latitude of 29° 52' N.

(A.F.O. 637/33.)

### 2876.—Meteorological Working Charts—Symbols for use in Plotting

(H. 4650/36.—3.12.1936.)

A new set of symbols for use in plotting synoptic charts has been agreed on internationally, and it has been decided to adopt these symbols for use in H.M. ships on and from 1st January, 1937.

2. A Decode Card (Form H. 354) containing tables of these symbols and the necessary instructions for their use will shortly be issued to ships, without demand, by the Hydrographer of the Navy (Admiralty Chart Establishment).

### 3073.—Salutes to, and in the Presence of, a Royal Standard or Presidential Flag—Regulations of certain Countries

(M. 4153/36.—31.12.1936.)

The practice described in King's Regulations and Admiralty Instructions, Articles 46 (2), and 47, with regard to the firing of salutes to, and in the presence of, a Royal Standard or President's Flag is not universally adopted. The regulations of such countries as are known to have a different practice in this matter are described below:—

2. *Italy.*—The Italian regulations are as follows:—

When the Royal Standard or that of a Royal Prince is flying ashore a ship on arrival should salute:—

(a) The country.

(b) The Royal Standard or that of a Royal Prince.

(c) The Flag of the Senior Flag Officer present, if flying in a warship.

When, on the other hand, the Royal Standard or that of a Royal Prince is flying in a warship a ship on arrival should salute:—

(a) The country.

(b) The Royal Standard or that of the Royal Prince.

3. *Argentine.*—A foreign man-of-war, on entering an Argentinian port, should salute (1) the country and (2) the Flag of the President of the Republic *if* hoisted afloat or in the Headquarters or dependencies of the Naval Regions or in a Naval Arsenal. If the President's Flag is hoisted elsewhere it should not be saluted: instead, a salute should be fired to the Flag of the Senior Officer afloat or the Flag of a Captain in command of a Naval Arsenal who is considered as commanding a Naval Force.

4. *Norway*.—The Norwegian regulations on this matter correspond to Articles 46 (2) and 47 of King's Regulations and Admiralty Instructions, but the Norwegian authorities interpret the words "hoisted in the port" in their equivalent of Article 46 (2) as meaning "hoisted on a vessel in the port". Thus a salute should not be fired to the Norwegian Royal or Crown Prince's Standards if hoisted on the Palace at Oslo or at Bygdö Kongsgård, and the restriction on salutes to other authorities would not apply in such circumstances. (*Note*.—The Flag of the Commanding Admiral at Oslo is only to be saluted if hoisted afloat.)

5. *Denmark*.—Denmark has regulations similar to those of Norway. If the Royal Standard is flying afloat in a Danish port a salute is expected on the departure as well as the arrival of a foreign man-of-war. Further, H.M. the King of Denmark, even when afloat in the Royal Yacht, may fly the Royal pendant only and not his Standard. In these circumstances the yacht is to be treated simply as an ordinary man-of-war.

The Danish salute for the Danish Sovereign is 27 guns. This is, however, to be regarded as an internal arrangement resembling the salute of 101 guns in India, which other nations are not expected to observe. H.M. ships should therefore fire a salute of only 21 guns.

### 3074.—*Issued Confidentially.*

### 3075.—True Height Computation from Altimeter Readings

(N.A.D. 632/36.—31.12.1936.)

Attention is drawn to the fact that the computer, height and airspeed, Mark I, only gives an approximate correction for height, and that errors in heights computed by this instrument may be of the order of 250 feet at 10,000 feet.

2. Where greater accuracy is required, the following method (details of which will be found in A.P. 1275, Section 10, Chapter 1) should be employed:—

$$\frac{\text{True height}}{\text{Indicated height}} = \frac{t + 273}{283}$$

where "t" is the mean of a number of air temperature readings in degrees centigrade, taken during the climb at equal intervals of indicated height.

3. It should be noted that this method only applies to altimeters calibrated to the Isothermal Law.

**Section 2.—PERSONNEL, PAY, SERVICES, DISCIPLINE, etc.****1920****2157.—Naval Engineering—Method of Selection for Higher Posts  
—Position of Officers Specialising as Lieutenants**

(C.W. 13055/20.—17.7.1920.)

In the statement of the First Lord of the Admiralty explanatory of the Naval Estimates 1920–21, it was pointed out that final separation between the Officers of the Deck and Engineering sides of the Naval Service was necessary. These words were used :—

“ There is a definite distinction both as regards knowledge and capabilities, between those who are to be trained in the science of Naval War, and strategical and tactical methods of fighting, and those who are to deal with the upkeep and maintenance of Engineering and mechanical appliances which are necessitated by the complex machinery and weapons of modern war. Each side requires a special study, and for this reason final separation of the branches is essential.”

At the same time in the statement the importance of close co-operation between the Deck and Engineering Branches was emphasised.

2. Separation being accepted, the prospects of each branch should be such as to maintain high efficiency in the personnel composing the branch. So far as the Deck side is concerned, this is allowed for by the prospects of high command opened up to all who enter that side of the profession, but on the Engineering side it cannot be said that this is fully the case, and with the exception of the office of the Engineer-in-Chief, and certain technical appointments, there are comparatively few higher posts. There is a danger, therefore, that under existing conditions the Engineering side may fail to attract its due proportion of Officers of ability, and the Service will suffer in efficiency accordingly. Since the statement of the First Lord this matter has received consideration, and the steps outlined below have been taken.

3. The Engineer-in-Chief at the head of the Naval Engineering profession has up to the present been under the Third Sea Lord and Controller. His primary responsibility was design and supply, his Department being organised to meet the requirements of design and supply.

Whilst retaining his responsibility to the Controller as above, it has been decided that in future the Engineer-in-Chief shall be responsible to the Chief of the Naval Staff for advice on all matters in connection with Naval Engineering policy. He will work in close touch with the Naval Staff, being thus conversant with the trend of Naval policy and being in a position to frame his Engineering plans to meet the requirements of policy.

It has further been decided that the Engineer-in-Chief shall be the Board's principal adviser upon all questions relating to the instruction and training of Engineering personnel, he being for this work directly responsible to the Board through the Second Sea Lord.

Thus the Office of the Engineer-in-Chief as head of the Engineering side of the Naval profession will have extended scope, and the Department of the Engineer-in-Chief will offer posts of the highest administrative importance and responsibility for Senior Engineer Officers.

4. After the Engineer-in-Chief, the most important positions in the Naval Service of a technical and administrative order, are the posts of Admirals Superintendent, responsible for the administration of H.M. Dockyards.

Hitherto, only Officers from the Deck Branch have been eligible for this service, but it is intended that in the future, when Officers of the common entry or special entry systems who have joined the Engineering Branch have attained high rank, that these Officers also should be considered with Deck Officers for these positions.

Should the Admiral Superintendent be such an Officer, the principle would be adhered to that he would not be eligible to command the port, since command of the port in time of war deals with operations, the province of the Deck Officer.

5. In connection with the policy of separation referred to in paragraphs 1 and 2, the Board have also had under consideration the rule under which Lieutenants who have had one year's experience as Watchkeepers before specialising in Engineering are allowed to retain the right of military command till between 7½–9 years' seniority as Lieutenants, when they must decide to remain at Engineering or revert to deck duties. The duties of Lieutenant (E) are becoming more and more exacting and it is considered that in the future it will be impracticable to give effect to reversion to deck duties after a number of years spent on Engineering duties. It has consequently been decided that the option of reversion to deck duties should now be withdrawn altogether from Officers who volunteer for Engineering duties in the future. Officers who have already volunteered will remain under the existing rules.

### 3657.—Lower Deck Benefit Societies

(N.L. 1291.—22.12.1920.)

There is reason to think that it will be of assistance both to Officers and men to have some indication of the views of the Admiralty in regard to the associations known as the Lower Deck Benefit Societies.

2. These Societies were founded for the purpose of promoting thrift by securing to their members, in return for regular contributions, specified benefits for themselves or their representatives in the event of disablement or death. Some of the Societies have been in existence for many years, and they have behind them an honourable record of useful work.

3. The management of such organisations by the men of the Navy on their own behalf is in accord with the policy of the Board, who have at present under their consideration a scheme for the formation of a Royal Naval Benevolent Trust which will provide for various benevolent funds intended for the benefit of the Navy being managed by representatives of the men on behalf of the whole Service.

4. Their Lordships therefore desire it to be known that they fully recognise the great advantages that have accrued to Petty Officers and men by the formation of Benefit Societies, and that such Societies have the full support and approval of the Admiralty so long as they confine themselves to their original and legitimate objects.

5. At the same time the Admiralty think it necessary to point out that a great responsibility rests on those having the management of the Benefit Societies to see that the activities of the Societies are restricted to their proper sphere, and do not develop on lines that are inconsistent with the discipline of the Service.

6. The importance of the maintenance of discipline in any Armed Force is abundantly proved by history, and the experience of the recent war has shown conclusively that discipline is at the root of fighting efficiency. It is no less clear that discipline is essential in peace time to a Force which has always claimed, and with justice, that it is ready to meet any emergency in any part of the world.

7. Discipline, which requires the co-ordination of individual wills in order to achieve a single purpose, can only be brought to a high state of efficiency by Officers and men being in close touch with each other.

8. It is essential, therefore, that Officers should carefully look after the interests of their men in order that discipline may not be impaired by disaffection; and that the men should have confidence in their Officers not only to direct them in action or the daily routine of the ship, but also to take a personal interest in their welfare.



9. To this end it is provided by the King's Regulations that the requests and grievances of individuals should be represented to their Officers and, in particular, to the Captain of their ship, an appeal to higher authority being in certain cases permitted. Stress has also been laid on the importance of Officers, especially Officers of Divisions, studying the well-being of those under their orders by assisting their men in preferring legitimate requests.

10. The Admiralty have been careful to preserve the same principle of the close association of Officers and men when establishing machinery for enabling general questions (or such as affect large classes of men) to be discussed between Officers and men and reported on by the former for the consideration of the Board. Experience will no doubt make it possible to improve upon this machinery, but whatever form it may take from time to time, the association of Officers with the men in formulating and preferring their requests must be maintained as being essential in a disciplined Service.

11. For this reason, and because of the expressed intention of the Admiralty to make an efficient machinery to enable them to be informed fully as to the aspirations, grievances and disabilities of the Lower Deck from time to time, their Lordships are unable to recognise such matters as coming within the proper sphere of the Lower Deck Benefit Societies. It is of course not to be supposed that when these Societies meet for their legitimate purposes, the opportunity will not be taken by members to exchange views on non-disciplinary Service matters affecting them, and the Admiralty have no wish to apply the strict wording of the King's Regulations to moderate and reasonable discussion of this kind on such occasions. But it would be a clear infringement of the Regulations for such matters to be permitted to become the main concern of the Benefit Societies. In particular, proposals that have appeared in the Press for a general amalgamation of such Societies, or for the establishment of a Periodical in connection therewith could not, in the opinion of the Board, serve any useful object connected with the legitimate purposes of the Benefit Societies, and would be regarded by the Board as contravening both the letter and the spirit of the Regulations.

12. The Admiralty have thought it right to give this clear expression of their views, because they have documentary evidence showing that outside influences which are hostile to the discipline and good order of the Service have fixed upon these Societies as a possible channel through which to work. Their Lordships are satisfied that these influences have had no success whatever, but it is obviously necessary that those connected with the Societies should be on their guard and should see that the activities of their organisations are kept within the proper limits.

### **3680.—Ireland—Ratings not to carry Arms or Military Stores on Railways**

(N. 65605.—24.12.1920.)

Ratings sent by rail in Ireland are not to carry arms or military stores.

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# 1921

## 12.—Fumigating and Disinfecting Rooms and Compartments by means of Formaldehyde Gas

(M.D.G. 10526/20.—1.1.1921.)

The attention of Medical Officers is called to the following method which may be used as an alternative for fumigating and disinfecting rooms and compartments by means of Formaldehyde Gas :—

- (1) The gas can be evolved from formaldehyde solution by means of chlorinated lime without the use of any heating apparatus.
- (2) The quantities required for the fumigation of every 2,000 cu. ft. of space are as follows :—
 

Formaldehyde solution .. .. .	2 pints.
Chlorinated lime .. .. .	2 lb.
- (3) The compartment to be disinfected is carefully sealed, and in it are distributed a number of buckets, proportionate to the cubic capacity of the compartment, each containing two pints of formaldehyde solution.
- (4) For each of these buckets 2 lb. of chlorinated lime is provided, made up into packets by means of thin paper in which a few slits have been cut to allow access of the fluid to the lime.
- (5) These packets are dropped into the buckets by the operator, who must retire from the compartment as quickly as possible.
- (6) The compartment should remain sealed for a minimum of eight hours, or longer in the case of specially infective diseases.

*Note.*—The lime must not be placed in the formaldehyde solution without previously being wrapped up in paper as described, or the reaction will be excessive and the fluid will froth out of the bucket.

The containers should be placed on trays or metal slabs, as considerable heat is generated by the reaction.

**1307.**—*Issued Confidentially.*

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# 1923

**449.**—*Issued Confidentially.*

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## 1924

**762.—Overpayment of Pay and Allowances—Procedure to be followed**

(N./N.P. (I) 4032/23.—28.3.1924.)

The following instructions are promulgated for the guidance of all concerned:—

(a) Overpayments made under a genuine misunderstanding due to ambiguity of Orders or Regulations and issued and received in good faith will not be recovered.

The onus of showing cause for such misunderstanding rests upon the Accountant Officer, and recovery either in whole or in part according to the merits of the case will be made if such explanation cannot be admitted.

(b) As the party primarily responsible for the refund of an overpayment is the recipient of the money, his own interests should make clear to such recipient the necessity for at once calling the attention of the Accountant Officer to any payments he may have received which are open to doubt. By so doing an accumulation of overpayment may be avoided, the recovery of which would cause considerable hardship.

(c) Overpayments due to clerical error or mistake of fact and not to any admissible misunderstanding or misinterpretation of Orders or Regulations are recoverable notwithstanding that they have been received in good faith.

(d) Should the recipient of such payment be excused refund in whole or in part on account of the special circumstances of the case, the Accountant Officer responsible for the overissue will be relieved of his liability *pro tanto*.

(e) Every disallowance of an overpayment will be coupled with a direction to recover from the payee, where that is practicable. If the recipient of the overpayment be in receipt of unemployed pay at other than the full pay rate, half pay, retired pay, or pension, steps will be taken at the Admiralty to effect recovery from such unemployed, half or retired pay or pension, the Officer or man being informed. Where an overpayment by an Accountant Officer, or any portion thereof, cannot for any reason be recovered from the payee, the Accountant Officer is liable to be directed to debit himself with the amount thereof.

(f) In any case in which a Commanding Officer may consider that an overpayment is due to a genuine misunderstanding of Orders or Regulations, and should therefore not be recovered, he is to report the facts to the Admiralty and to cause the following information to be appended to his report:—

- (i) The Accountant Officer's explanation of how the misunderstanding arose and how the overpayment was discovered.
- (ii) Whether the recipient should have been aware that he was being overpaid, with reasons for the conclusion come to.

(g) Nothing in this Order in any way affects the power of the Board to take disciplinary action under Article 1528 of the King's Regulations and Admiralty Instructions or otherwise, in any case in which the circumstances attending an overpayment may be considered to warrant such a course.

(h) This Order refers to overpayment of Naval pay and allowances and in no way affects undercharges of Income Tax.

## 1865.—Dutiable Goods for H.M. Ships in Irish Waters— Exemption from Customs Duties

(N.L. 1993/24.—11.7.1924.)

Arrangements have been made with the Government of the Irish Free State whereby supplies and stores *officially consigned* to Ireland for the use of any of His Majesty's Forces that may from time to time be stationed within Free State territory or waters will be admitted free of Customs Duties subject to the conditions set out in the accompanying schedule.

2. Consignments of dutiable stores from the Navy, Army and Air Force Institutes for the Officers' Messes and Canteens of His Majesty's Ships will be admitted free of duty on importation for immediate re-export to or shipment on such ships on the same conditions as supplies officially consigned. For the purpose of paragraph 3 of the conditions in the Schedule the Manager of the Institute from which the stores are despatched will be regarded as the Officer responsible for the despatch of the stores.

3. Post parcels containing dutiable stores including parcels from private firms, addressed to the Officers' Messes and Canteens of His Majesty's Ships will be delivered free of duty on condition that the Commissioned Officer responsible for the receipt of the stores will acknowledge receipt on an advice which will be forwarded to him for that purpose, and return the receipted advice to the Collector of Customs and Excise, at the port at which the parcels were imported into the Irish Free State.

4. Consignments of dutiable stores from private firms imported by ship will be delivered free of duty for immediate re-export to the ship to which they are consigned, on condition that the goods are entered on landing for trans-shipment on Sale Forms Nos. 38 and 49, and that bond is entered into, with a surety resident in the Irish Free State, for a sum equivalent to the amount of duty on the goods to cover the re-export of the goods. The receipt of the Officer responsible for the receipt of the goods on His Majesty's Ship to which they are consigned, countersigned by the Captain or Commanding Officer, will be accepted in discharge of the bond.

5. The foregoing concessions do not apply to stores for the use of British care and maintenance parties stationed in the Irish Free State under the provisions of the Annex to the Treaty.

6. Every care is to be taken to comply with the conditions laid down by the Irish Free State Customs Authorities and any failure to comply with these Customs Regulations will be dealt with under Article 914 of the King's Regulations and Admiralty Instructions.

### SCHEDULE.

#### DUTY-FREE ADMISSION OF STORES AND SUPPLIES IMPORTED IN THE IRISH FREE STATE FOR THE USE OF MEMBERS OF HIS MAJESTY'S FORCES.

In order to secure the duty-free admission into the Irish Free State of goods imported for the use of His Majesty's Forces the following conditions should be complied with:—

- (1) Each package of goods should bear a distinguishing mark and number.
- (2) If the stores and supplies are conveyed in a British Government vessel, the Commander should hand to the Customs and Excise Officer at the port of landing in the Irish Free State a list, in duplicate, of the goods consigned to each military or naval unit showing the marks and numbers of the packages, and description of the goods. The goods will then be cleared out of Customs charge. The Commanding Officer of the military or naval unit who actually receives the goods should acknowledge receipt on the duplicate copy of the list forwarded to him for that purpose, and return the receipt to the Collector of Customs and Excise at the port of importation.

- (3) If the stores and supplies are conveyed otherwise than in a British Government vessel, an advice, in duplicate, should be furnished by the Officer despatching the stores showing that the goods have been officially consigned and giving the marks, numbers and details of the contents of each package, one copy of the list to accompany the goods, the duplicate copy being forwarded by post to the Collector of Customs and Excise at the port of importation in the Irish Free State. The agent appointed to take delivery at the port of importation must be furnished with a form of application, signed by the Commissioned Officer responsible for the despatch of the goods. (A specimen form of application is annexed.) The goods will then be cleared out of Customs charge at the port of importation. The Commanding Officer of the military or naval unit who actually receives the goods should acknowledge receipt on the duplicate copy of the advice which will be forwarded to him for that purpose, and return the receipted advice to the Collector of Customs and Excise at the port of importation.

FORM OF APPLICATION FOR DELIVERY OF DUTIABLE STORES AND SUPPLIES IMPORTED INTO SAORSTAT EIREANN FOR THE USE OF BRITISH TROOPS OR PERSONNEL OF THE BRITISH NAVY.

To the Officer of Customs and Excise

at .....

I hereby authorise and request Mr.....  
of.....to take delivery of the  
following goods, viz.:—

*Marks and Numbers.*

*Quantity and  
Description of Goods.*

and I hereby declare that the goods are for the sole use of

\*British Troops stationed at.....

British Naval Units at.....

Signature and rank of Commissioned  
Officer responsible for the despatch  
of the goods.

Office  
Stamp.

\* Delete the words not applicable.

1990.—*Issued Confidentially.*

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1925

1893.—*Issued Confidentially.*

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## 1926

3038.—*Issued Confidentially.*

## 1927

**\*579.—Royal Naval Benevolent Trust—Contributions from  
Canteen Rebate, etc.**

(V. 580.—4.3.1927.)

Attention is drawn to the instructions for carrying out the scheme adopted in 1925, under which a contribution representing one-fifth of the amount due as canteen rebate, rent, or profit to the ship's or establishment funds of H.M. ships and fleet establishments is made to the Royal Naval Benevolent Trust. For convenience, these instructions are re-published below.

*Ships and Establishments in which the Canteen is conducted by the Navy,  
Army and Air Force Institutes.*

2. Where the canteen is conducted by the Navy, Army and Air Force Institutes, that Corporation will (except in the case of the R.N. Barracks) remit the amount of the contribution to the Royal Naval Benevolent Trust monthly, deducting it from the amount of rebate payable to the ship's fund.

3. In the case of the Royal Naval Barracks at the three home ports, the Navy, Army and Air Force Institutes will pay over to the barrack fund the full amount of rebate without deduction. One-fifth of this amount, plus one-fifth of any sums accruing to the barrack fund on account of local purchases by the general mess or by other messes, as well as of any other income to the barrack fund which it is the custom to include, is to be remitted, monthly or quarterly as convenient, direct to the Trust by the Treasurer of the barrack fund.

4. In establishments where the contribution from rebate is remitted to the Trust by the Navy, Army and Air Force Institutes (paragraph 2), but where further contributions are due from sources similar to those mentioned in the latter part of paragraph 3, the additional amount is to be remitted, monthly or quarterly as convenient, direct to the Trust by the Treasurer of the fund.

*Ships and Establishments in which the Canteen is not conducted by the  
Navy, Army and Air Force Institutes.*

5. Where the canteen is not conducted by the Navy, Army and Air Force Institutes, but is run on the service or tenant systems, the appropriate proportion of the profit or rent is to be remitted direct to the Royal Naval Benevolent Trust, monthly or quarterly as convenient, by the ship or establishment concerned.

*General.*

6. *Rebate due to Officers' Messes.*—When the amount of rebate on canteen purchases by officers' messes is authorised to be paid wholly or in part to the ship's fund, one-fifth of the amount so allotted is to be included in the contribution remitted to the Royal Naval Benevolent Trust.

7. *Ships with Royal Air Force Ratings in their complement.*—Since ratings of the Royal Air Force do not participate in the benefits of the Trust, when ships have a proportion of such ratings in their complement the total amount of rebate due to the ship's fund is to be apportioned on

the basis of the respective numbers of Naval and Air Force ratings victualled during the period concerned, and the contribution to the Royal Naval Benevolent Trust calculated on the naval portion only.

8. *Contributions to be reported to the Admiralty.*—In order that a detailed list of the amounts contributed to the Trust under this scheme may be published in Admiralty Fleet Orders, particulars of any amounts *remitted direct to the Trust* (see paragraphs 3, 4 and 5) from any of H.M. ships or fleet establishments are to be reported at the same time to the Admiralty (Director of Victualling) with a statement showing how the amount has been arrived at. Similar particulars in respect of amounts remitted by the Navy, Army and Air Force Institutes (paragraph 2) are communicated to the Admiralty periodically by that Corporation, so that a complete record of the contributions is available.

9. *Posting on Notice Boards.*—Where the contributions are remitted to the Trust by the Navy, Army and Air Force Institutes, that Corporation will furnish the ship or establishment with a monthly statement of the amount of rebate due in the following form, for posting on notice boards:—

	£	s.	d.
Total amount of rebate due to ship's fund ... ..			
One-fifth remitted to the Royal Naval Benevolent Trust			

Balance payable to ship's fund ... ..			
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Similar statements are to be made out and posted up in respect of contributions under the scheme which are sent direct to the Trust by ships and establishments.

10. *Boys' Funds.*—Contributions are not made under this scheme from rebate paid into funds which are used for the sole benefit of boys in the training establishments and apprentices in H.M.S. "Fisgard."

### **\*1286.—Roster Positions of Naval Ratings—Information Regarding**

(N. 1522.—13.5.1927.)

While Their Lordships do not wish entirely to prohibit applications being made to the dépôt for information as to the position of individual ratings on the Port Division Advancement Roster, They desire that Commanding Officers should not forward such requests without some special reason, nor unless the men concerned are in all respects qualified for advancement, and have actually been recommended on Form S.507 while in their present ships. It should be explained to men making such applications that information so obtained cannot be entirely reliable or up-to-date, and that positions on the roster are bound to fluctuate to a certain extent, owing to the working of the rules for the accelerated advancement of specially recommended men.

### **\*1406.—Ireland—Restrictions on Leave**

(M. 1535/27.—27.5.1927.)

Leave to Southern Ireland may not be granted to officers and other ranks of the Royal Marines except on the distinct understanding that the recipient proceeds at his own risk and in plain clothes.

2. This restriction, which does not apply to officers and ratings of the Royal Navy, is necessary in order to place the Royal Marines on the same basis as the Army with regard to leave in Southern Ireland.

## 1461.—Passages—Return Tickets

(C. (II) 3447/27.—3.6.1927.)

The following arrangements regarding the use of return tickets for passages booked on P. and O., British India, and Orient S.N. Companies' Steamers, which have received the concurrence of the Steamship Companies concerned, are promulgated for guidance:—

In view of the considerable saving effected by booking return tickets, attention is called to the necessity of so doing when it is definitely known that the passenger will be making a return voyage between the same ports within the period of the availability of the ticket. In cases where doubt exists, but where there is a reasonable assumption that the passenger will return within this period, the passage should also be booked on a return basis. If the return portion is not used, no loss will be incurred by Government, as arrangements have been made to obtain a refund of the difference between the cost of a "return" and a "single" ticket.

As the whole cost of a return ticket is payable on production of evidence that the passenger has actually embarked on or completed the first half of the journey, it will be necessary for the following procedure to be carried out in order that the payment may be justified and records completed or the necessary recovery made if the return journey has not been completed.

### A.—PASSAGES COMMENCING IN U.K.

(i) The Director of Sea Transport will arrange with the Steamship Company to issue to the passenger the outward portion only of his ticket and to forward the return portion to their agent at the port of destination. Before embarking the passenger will be furnished by the Director of Sea Transport with a letter authorising the issue of the return portion. When it becomes necessary to arrange for the return journey the passenger will present this letter to the Superintending Transport Officer who will then arrange with the local agent of the Steamship Company for the issue to the passenger of the return portion for use on a particular sailing, and will notify the Director of Sea Transport of the arrangement on Form S.215 (T.397).

(ii) When the return portion of a ticket has not been used within the prescribed period the passenger will forward to the Director of Sea Transport the letter of authority referred to at (i) when the necessary adjustment will be made with the Company.

### B.—PASSAGES COMMENCING AT PORTS ABROAD WHERE PAYMENT IS MADE IN LONDON.

(i) In cases where payment is made in London, the corresponding procedure will apply, i.e., the Superintending Transport Officer will arrange with the Steamship Company to issue to the passenger the outward portion only of his ticket and to forward the return portion to the P. & O. Steam Navigation Company, Cockspur Street, London, in the case of passages by P. & O. or British India S.N. Companies' Steamers, or to the Orient Steam Navigation Company, 5, Fenchurch Avenue, London, E.C., in the case of passages by Orient S.N. Company's Steamers. Before embarking the passenger will be furnished by the Superintending Transport Officer with a letter authorising the issue of the return portion. When it becomes necessary to arrange for the return journey the passenger will present this letter to the Director of Sea Transport who will then arrange with the Steamship Company concerned for the issue to the passenger of the return portion for use on a particular sailing and will notify the Superintending Transport Officer.

B (ii) as in A (ii).

### C.—PASSAGES BETWEEN PORTS ABROAD WHERE PAYMENT IS MADE LOCALLY.

The requisitioning authority will ascertain the period of availability of return tickets and in arranging return passages will assume the responsibility taken by the Director of Sea Transport in (A) above and will make any necessary financial adjustment with the *Company's agent*, merely reporting on Form S.215 (T.397) the details of the return of the passenger.



## D.—PASSAGES BETWEEN PORTS ABROAD WHERE PAYMENT IS MADE IN LONDON.

The Superintending Transport Officer requisitioning the passage will notify the Director of Sea Transport on Form S.215 (T.397) when a return ticket is taken and on return of the passenger will notify the fact to the Director of Sea Transport. When the return half is not used the Superintending Transport Officer will obtain from the passenger the letter of authority and forward it to the Director of Sea Transport for the necessary adjustment.

**\*2168.—Warrant Ordnance Officers and Ordnance Artificers undergoing Instruction in Breech Mechanisms—Pay Arrangements**

(N./N.P. (II) 1618/27.—26.8.1927.)

Warrant Ordnance Officers and Ordnance Artificers detailed from sea-going ships for the special course of instruction in breech mechanisms referred to in O.U. 5362, Gunnery Training Manual, page 45, Course 67, are to remain borne for pay on the books of their ships. A nominal transfer list showing rates of pay and allotment, whether or not in debt to the Crown, and the last date victualled, is, however, to be forwarded to H.M.S. "Excellent" on the books of which establishment these officers and men are to be borne nominally (List 17) whilst undergoing the course.

2. Credits of Provision and Lodging Allowances, as laid down in Articles 1669, 1671 and 1673, King's Regulations and Admiralty Instructions are to be made in H.M.S. "Excellent" and weekly payments in respect of pay and allowances are to be made to the ratings by the Accountant Officer of that establishment. During the Woolwich portion of the course these are to be forwarded "c/o The Inspector of Naval Ordnance, Royal Arsenal, Woolwich," to whom all communications in respect of pay, travelling, etc., should be addressed.

3. Monthly advances should be made to officers.

4. Ships and establishments will furnish travelling warrants to Woolwich, also from Woolwich to Priddy's Hard; "Excellent" will furnish those for the officers and ratings to return to their respective ships and depôts on completion of course, and will also inform the Commanding Officers of ships and establishments to which these ranks and ratings belong, of the date they are discharged to "Excellent" for course at Priddy's Hard.

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1928

64. }  
927. } Issued Confidentially.  
1463. }

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## 1929

1202.—*Issued Confidentially.*

**1308.—Staff Colleges, Naval, Army and Air Force—Attachment of Students to other Services during Vacation—Financial Arrangements**

(C.W. 504/29.—31.5.1929.)

The following financial arrangements have been agreed upon by the Admiralty, War Office and Air Ministry with regard to the attachment to other Services during vacation of Imperial and Dominion officers attending the three staff colleges:—

*Imperial Naval, Army and Air Force Officers.*

Fees to be waived. No charge to be made for the issue of provisions, accommodation, etc. In the case of Army and Royal Air Force officers attached to His Majesty's ships, Naval victualling allowance in lieu of rations is to be paid as a charge to Navy Votes, but the officers are to be responsible for paying the mess subscription of 2s. a day.

In the case of officers attached to Army units the military authorities provide, if available, servant, furnished accommodation as for an unmarried officer, fuel, light, rations, horse, forage, and stabling, if required to be mounted. When issues in kind are not available, Naval officers will be paid the usual Naval allowances in lieu by the Admiralty.

*Dominion Officers.*

(a) Dominion officers from the Royal Naval Staff College, attached to the Army or Royal Air Force, will normally be treated as officers of the Royal Navy. When attached to the Army, the usual Naval allowances payable in lieu of issues in kind will be an Admiralty liability, and will be regarded as covered by the inclusive fee for the staff course.

No special flights are to be made by the Dominion officers during their attachment to the Royal Air Force under this arrangement.

Dominion officers from the Royal Air Force Staff College, attached to His Majesty's ships, will be credited with Naval victualling allowance in lieu of rations, as for Imperial officers, as a charge to Navy Votes, but the officers will be responsible for paying the mess subscription of 2s. a day.

(b) Dominion officers from the Army Staff College attached to His Majesty's ships.—As the fees for Dominion students attending the Army Staff College do not cover personal expenses, such as rations, fuel, light, etc., victualling allowance for such officers will not be issued from Naval funds, but an equivalent amount in lieu thereof is to be paid to the mess by the officers themselves as well as mess subscription.

*Note.*—The arrangements for the reciprocal waiver of charges do not apply to travelling expenses.

(A.F.Os. 2175/29 and 2273/32.)

1955.—*Issued Confidentially.*

**\*2175.—Army ; Attachment of Naval Officers—Expenses**

(C.W. 10680/28.—6.9.1929.)

With reference to A.F.O. 1308/29, the following arrangements have been approved in connection with miscellaneous expenses incurred by R.N. officers and officers of Dominion Navies who are attached to Army units:—

*Mileage Allowance.*—Payment of mileage allowance, under the provisions of Article 1663, King's Regulations and Admiralty Instructions, will be made for the necessary use of private motor cars on duty during the period of attachment, and Government rate rail fares will be paid for the journey from the last place of duty to Army Headquarters. In view of the complicated nature of the cross-country journeys involved, a certificate must be furnished by the Commanding Officer of the Military Unit to which an officer is attached as to the Service necessity for the journeys performed and the accuracy of the mileage claimed.

*Servant Allowance.*—In the event of an officer in receipt of servant allowance being provided with a Military servant, this allowance will not be payable during the period when such a servant is appropriated to him.

*Field Allowance* will be payable under the conditions laid down in Article 1639, King's Regulations and Admiralty Instructions.

*Hire of Camp Equipment.*—All necessary arrangements with regard to hire of camp equipment and its transport to and from camp are to be made by the officers concerned. Reasonable expenses incurred in this connection will be refunded. Claims should be supported by receipts.

*Charges for Use of Mess Furniture.*—Any additional charges levied by the Army Authorities for the use of mess furniture, etc., will be refunded, pending a further announcement.

Claims in connection with the foregoing are to be sent through the usual channels to the Director of Navy Accounts.

(A.F.O. 1308/29.)

## 1930

**577.—Control Officers in Destroyers—Selection, Training and Reports**

(C.W. 1456/30.—28.2.1930.)

The requirements for the control of torpedo and gun fire render it most desirable that officers who may be called upon to carry out the duties of T.C.O. or G.C.O. in ships of Divisional Commanders should have had previous torpedo or gunnery control experience in destroyers.

2. The selection of the officers to carry out the duties of Gunnery, Torpedo and A/S Control Officers in a destroyer is to be made by the Commanding Officer.

3. In the case of a divisional leader the names of the officers selected for Gunnery and Torpedo Control duties are to be reported to the Admiralty, in order, if possible, to avoid relieving them from their appointments during the commission of the flotilla.

4. When rendering Confidential Reports (S.206) on Executive Officers, Commanding Officers of destroyers are to insert particulars of the special duty (G.C.O., T.C.O. or A/S.C.O.) on which the officer has been employed, together with his ability in that particular duty, in addition to his general professional ability.

5. The attention of Commanding Officers of destroyers is also called to the desirability of taking advantage of the refresher course for G.C.O., T.C.O. or A/S.C.O. when opportunity offers in their home ports.

**\*1132.—Medical Attendance on Government Passengers by Ships' Surgeons on board Passenger Vessels**

(C. (II) 6794/28.—25.4.1930.)

By arrangement between the Sea Transport Department and the shipping companies concerned, the following revised procedure in regard to payment for medical attendance on Government passengers by ships' surgeons on board passenger vessels will be brought into effect so as to apply to all Government passengers embarking on or after 1st May, 1930 :—

- (a) *Individual Government passengers in health entitled to 1st or 2nd class accommodation.*—On presentation of a bill by the surgeon, payment on the ship's scale (as authorised by the Company) will be made on board to the surgeon by the Government passengers receiving treatment. A receipt will be given by the surgeon, and this receipt should accompany any claim for refund which may be preferred by passengers entitled to medical treatment at public expense. Such claim will normally be included with the claim for travelling, etc., expenses, and should indicate the number of attendances and the nature of the sickness.
- (b) *Individual Government passengers in health entitled to 3rd class accommodation.*—These passengers are entitled to medical attendance by the ship's surgeon without charge, and payment will therefore *not* be made, either by the individual or by Government. This ruling applies irrespective of whether the passengers are actually provided with 3rd class accommodation or whether they are provided with superior accommodation at ordinary or reduced rates.
- (c) *Individual Government passengers of all classes for whom, by reason of ill-health, arrangements for medical attention on board are made by the Sea Transport Department or by Superintending Sea Transport Officers arranging passage.*—In such cases a claim for the cost of medical attendance will be made on the Sea Transport Department by the ship's surgeon through the shipping company on Form T.403. The ordering authority (i.e. Sea Transport Department or S.S.T.O.) will furnish the ship's surgeon with a copy of Form T.403, and with a written instruction to give the necessary medical *attention* to these invalids.

It will be necessary for the naval authorities at ports abroad to ensure that passengers falling under headings (a) and (b) are instructed as to the procedure which they are to follow.

2. As regards cases under (c) it will be sufficient, for this purpose, if the naval authorities requisitioning the passages notify the superintending sea transport officer that medical attention will be required during the voyage. The latter officer will then arrange with the ship's surgeon for payment to be made as laid down in (c). At ports where there is no officer appointed as S.S.T.O. (e.g., ports in South America) the naval authorities requisitioning the passages (whether direct or through consular officers) must ensure that the necessary instructions are passed to the ship's surgeon who, in such cases, will be able to obtain a copy of Form T.403 on arrival in England. (See also K.R. & A.I., Article 832a, clause 4, as to notifying ships' surgeons of medical particulars of the invalids concerned.)

It should be noted that the arrangements under (c) are designed solely for the comfort of those who, by reason of ill-health, are unfit to attend to their own affairs. They do not in any way relieve individuals who are not ordinarily entitled to medical attendance at the public expense of the liability to refund the payments made on their behalf.

3. The procedure laid down in Articles 95, 96 and 131 of the Regulations for H.M. Sea Transport Service in connection with medical charge of and medical attendance on passengers conveyed in *transports* or *freight ships* will not be affected by the above arrangements.

## **\*1277.—Naval Trust Efficiency Fund—Institution—REPORT**

(N. 3834/29.—9.5.1930.)

Through the generosity of a private donor, a fund has been established which will be known as the Naval Trust Efficiency Fund, which will enable Their Lordships to make awards to such of the personnel of the Royal Navy, Royal Marine, Royal Indian Navy, and Dominion Navies, whether on the Active or Reserve strength, as shall show marked efficiency in fighting practices, or who shall contribute in signal degree to the improvement of the fighting appliances of the Naval or Marine Forces of His Majesty.

2. Their Lordships desire that a portion of the income to be derived from this Trust shall be divided proportionately between the respective sea-going fleets and Commands and R.M. Depôts, and that from these funds the Commander-in-Chief shall be given discretion within the limits specified to make awards to units for efficiency in fighting practices.

3. It is realised that under present day conditions it is difficult to make awards to individuals who show marked efficiency in fighting practices, and that the efficiency of ships is due more to efficient team work and leadership than to the efficiency of individuals. It has accordingly been decided that this Trust Fund should be distributed on the basis of existing competitions, or annual practices and returns from which relative fighting efficiency may be deduced, and that the Commanders-in-Chief shall allot annually as they think fit, certain sums from this fund to the units showing marked efficiency in fighting practices and exercises. The Captain of the ship will have discretionary power to expend any sum thus awarded for the benefit of the ship's company, or such part of it as is especially concerned, as he thinks best.

4. The results of armament practices, of rifle practices, examination on a comparative basis of certain engineering, gunnery or torpedo returns, are examples of practices and returns which will enable Commanders-in-Chief to assess the efficiency of units and place them in order of merit.

5. With regard to the awards to be made to personnel who contribute in a signal degree to the improvement of fighting appliances, the Board are of opinion that the distribution of that portion of the Trust Fund allotted for this purpose can most conveniently be made from the Admiralty. Applications or recommendations for awards for inventions are already referred by the Admiralty to the Awards Council for examination, but under existing regulations that body is subject to limitations which would not necessarily apply to the distribution of the Fund in question.

6. Commanders-in-Chief are, therefore, requested to forward to the Admiralty as the occasion requires, recommendation for an award from this fund, for improving fighting appliances (whether or not a claim or recommendation for award by the Admiralty under the regulations has been presented in respect of it), stating particulars of the appliance and the names of the personnel responsible for their introduction. All such recommendations are to be forwarded through the usual Service channels to the Commander-in-Chief, who will exercise his discretion as to forwarding them for consideration by the Admiralty. Where forwarded, remarks as to the usefulness and merits of the appliance are requested from Flag and Senior Officers.

7. A Committee specially convened at the Admiralty will review these applications half-yearly in January and July.

### **\*1487.—Dominion and Colonial Ratings—Procedure with regard to Training**

(N. 1550.—6.6.1930.)

The procedure regarding Dominion and Colonial ratings has been modified to ensure the centralisation of instructions relating to their training while they are attached to the Royal Navy.

2. In future all ratings will pass through the Royal Naval Barracks on arrival in England instead of joining the various Training Establishments direct, and the Commodore of the Barracks concerned (to whom correspondence regarding these ratings will be addressed) will control their movements similarly to those of R.N. personnel.

3. The provisions of Drafting Regulations, Article 1, paragraph 8, are to apply in the case of these ratings.

### **1493.—Charges for Maintenance and Treatment in Naval Hospitals**

(E/C. (I) 371/28.—6.6.1930.)

Officers (including Cadets) and men of the Royal Navy, Royal Marines and the Reserve Forces, when in receipt of the full pay of their rank or rating, or who, while on the Active List and borne on ship's books, are in receipt of consolidated naval rates of pay, not being civil salaries, are in all cases entitled to maintenance and treatment in a naval hospital at the expense of Navy Votes.

Cadets at the R.N. College are only to be sent to a naval hospital in exceptional circumstances; when so admitted no charge will be made.

Officers and men of the Royal Naval Volunteer Reserve when injured or suffering from a disability due to the performance of authorised drill or divisional duty may similarly be treated in naval hospitals at the expense of Navy Votes.

Officers employed on Inspection, Research, Design and Experimental Ordnance Duties, whilst on full salary, are eligible for hospital treatment at the expense of Navy Votes, subject to a deduction for victualling (*see* para. 6.)

2. The following scales of charges for the maintenance and treatment of persons admitted to naval hospitals at home or abroad are promulgated for information :—

SCALE I.—*Naval and Marine Officers in receipt of Unemployed Pay (either at the Full Pay or Intermediate Rates), Half Pay, or Retired Pay, and Officers on the Emergency List.*

Royal Navy. Active List Rank.	Royal Marines. Active List Rank.	Daily Charge.	Recoverable from
1. Flag Officers ... ..	General Officers ... ..	<i>s. d.</i> 9 0	Patient (see para. 3).
2. Captains ... ..	Colonels and Lieut.-Colonels (except Quartermasters).	8 0	
3. Commanders (except Officers promoted from Warrant rank).	Lieut.-Colonels (Quarter- masters) and Majors (except Officers promoted from War- rant rank).	7 0	
4. Other Ward Room Officers.	Majors promoted from War- rant rank, Captains and Lieutenants (except Lieu- tenants included in 5).	5 0	
5. Mates and Officers below Ward Room rank.	Lieutenants with less than four years' commissioned service (other than those promoted from Warrant rank) and 2nd-Lieutenants, Commissioned Officers from Warrant rank and Warrant Officers.	4 0	

*Notes to Scale I.*

(a) The rates of charge in the case of Retired Officers will be determined with reference to the last rank held on the Active List and without regard to any step in rank which may be granted on or after retirement.

Officers employed on Inspection, Research, Design and Experimental Ordnance Duties who have been granted the retired rank of Captain R.N. or Colonel R.M. in those posts are chargeable at the rate appropriate to retired officers whose rank last held on the Active List was that of Captain R.N., and such officers who have been granted the retired rank of Commander R.N. or Lieutenant-Colonel R.M. at the rate for officers whose last Active List rank was that of Commander R.N.

(b) Officers on the Active List suffering from attributable disabilities who are placed on Half Pay after the cessation of the maximum period of Full Pay sick leave allowable, are eligible for free treatment whilst retained on the Active List.

(c) Retired Officers in receipt of additional retired pay or disability retired pay who come within the undermentioned categories may, at the discretion of the Admiralty, be exempted from these charges at any time before the degree of their disablement has been finally assessed for the purpose of the grant of additional retired pay or disability retired pay :—

- (i) Those admitted for the treatment of wounds received in action or injuries sustained on duty.
- (ii) Those admitted for the treatment of disease attributable to the Service, whose disability is likely to be cured by such treatment, or so materially improved as to lead to a reduction of the retired pay.
- (iii) Those admitted for the treatment of disease attributable to the Service, whose percentage degree of disablement will have to be increased unless provided with such treatment as is likely to obviate altogether, or to a material extent, the necessity for the increase.

Officers whose additional retired pay or disability retired pay has been finally assessed will be subject to the charges laid down in the table above.

(d) The free treatment provided under (b) and (c) will include the supply, replacement, alteration, etc., of appliances so far as may be incidental to it.

SCALE II.—*Other Persons.*

6. Civil officers of Outport Establishments and civilian workpeople (including crews of Yard craft and Works Department vessels) admitted for an injury arising out of, and in the course of, their employment, except as provided under Item 13.	} No charge.	
7. Agreement workmen (including Yard craft employees) and locally entered Police at Yards abroad admitted for a disability not due to their own default.		
8. Civil salaried staff at naval hospitals, except as provided under Item 13.		
9. Distressed British subjects or accidents arising in the vicinity of the hospital.		
10. R.F.A. personnel when eligible for free maintenance and treatment		
11. Assistant Constructors, whilst appointed for service afloat.		
12. Inspecting and Assistant Inspecting Officers employed on Central Storekeeping duties, whilst serving afloat.		
<i>Daily Charge. Recoverable from.</i>		
13. At Home Establishments only, civil officers whose remuneration does not exceed £350 per annum, and civilian workpeople (including Yard craft employees ( <i>see</i> paragraph 7)), who have not accepted, or who have withdrawn from, the Government Scheme of Compensation framed under the Workmen's Compensation Act, and R.F.A. ratings, when admitted for an injury arising out of, and in the course of, their employment. (No charge, if admitted for diagnostic purposes or for radical cure of hernia.)	2s.	Patient.
14. Agreement workmen (including Yard craft employees) and locally entered Police at Yards abroad, admitted for a disability or injury due to own default. ( <i>See</i> paragraph 7.)	5s.	Patient.
15. Non-insurable Yard craft employees, except as shown at 6, 7 and 13. ( <i>See</i> paragraph 7.)		
16. R.F.A. Officers entitled to free treatment, but not to free maintenance.		
17. Patients admitted at expense of Greenwich Hospital funds.	10s.	*Greenwich Hospital.
18. Army personnel ... ..		Local Army Command Paymaster, except for patients on leave from abroad and all patients in hospital ships, *War Office.
19. Royal Air Force personnel ... ..	If received as Officers,	*Air Ministry.
20. Royal Indian Navy personnel ... ..	12s. ;	*India Office.
21. Personnel of Dominion Navies ... ..	otherwise,	*Dominion Government.
22. Personnel of Foreign Navies ... ..	10s.	
	Special rates at R.N. Sick Quarters, Wei-hai-wei.	Commanding Officer of Ship, if still within precincts of Port ; otherwise, at hospitals abroad, Consul of Nation concerned, or at hospitals at home, *Government concerned.



	<i>Daily Charge.</i>	<i>Recoverable from.</i>
23. Ministry of Pensions patients (other than at Yarmouth Hospital). (See paragraph 4.)		*Ministry of Pensions.
24. Civil Officers of Outport Establishments, except as shown at 6 and 13.	If received as Officers, 12s.;	Patient.
25. Insurable Yard craft employees, except as shown at 6, 7 and 13. (See paragraph 7.)	otherwise, 10s.	Patient.
26. R.F.A. personnel not otherwise provided for.	Special rates at R.N. Sick Quarters, Wei-hai-wei.	Patient.
27. Personnel of Mercantile Marine ...		Owner of Vessel.
28. Contractors' men ...		Contractor.
29. Employees of N.A.A.F.I. ...		*N.A.A.F.I.
30. All other persons not provided for. (See paragraph 8.)		Patient.

3. In cases marked \* and in the case of patients admitted to Yarmouth Hospital, recovery will be effected by the Director of Navy Accounts (to whom returns on Form M.96 should be forwarded) with the exception of South African Naval Personnel admitted to the Royal Naval Hospital, Cape of Good Hope, the charges for whose maintenance and treatment should be recovered direct by the Medical Officer-in-Charge from the South African authorities. In all other cases, recovery should be effected from the person indicated, any case in which payment cannot be obtained being reported to the Admiralty.

4. Applications for admission from Pensioners of the Naval Service in receipt of pensions from the Ministry of Pensions, for whom the Ministry is unable to accept prior responsibility for maintenance, should be referred to the Director-General, Medical Department. If admission is approved, the Pensioner should be informed that he will be charged 2s. a day, to be abated from his disability pension. His written agreement to this abatement should be obtained before admission and forwarded to the Controller, Pensions Issue Office, Ministry of Pensions, Acton, W.3, who should also be notified of the first and last days of his victualling.

The pensioner will receive from the Ministry of Pensions the balance of his pension over 2s. a day, but where this balance amounts to less than 5s. a week, it may be made up to 5s. from Greenwich Hospital Funds. Any case of a man whose pension is less than 2s. a day should be reported to the Admiralty for decision as to the rate of maintenance chargeable and the money allowance payable.

This procedure should not be followed where the pensioner has also a Naval pension issued by the Admiralty, as this entitles him to Greenwich Hospital benefits under the usual rules. In any case particulars of the man's victualling should be included in the annual statements relating to patients chargeable to Greenwich Hospital Funds.

5. No action is necessary in the case of Metropolitan Police admitted to a naval hospital.

6. In the following cases, charges will be made in accordance with the pertinent Regulations, and Hospitals should report the dates of the patient's admission and discharge to the officers named, who will cause the necessary deductions to be made from the patient's pay, which in each case includes provision for the cost of victualling:—

R.M. Police (Officers and Other Ranks)	Colonel Commandant of R.M. Divisions where borne.
R.N. Shore Signal Service ...	} Accountant Officer, Naval Reserves, R.N. Barracks, Chatham.
R.N. Shore Wireless Service ...	
Pensioner Petty Officer Instructors, R.N.V.R.	
R.N. and R.M. Pensioner Recruiters...	Recruiting Officer of the District to which attached (see Navy List).
Officers employed on Inspection, Research, Design and Experimental Ordnance Duties.	Officer paying salary.

7. Yard Craft employees serving under Agreements which provide for a lower rate of charge than those shown above are, when liable to a charge, to be charged at the rate shown in their Agreements.

8. Any case of doubt should be referred to the Admiralty for decision, the patient being regarded as liable to pay the full rates laid down in Scale II, Item 30, pending the issue of instructions to the contrary.

9. The rates now promulgated, in so far as they differ from rates already in force, should be applied from the date of this Order.

### 3138.—Joint Orders under Section 90A of Naval Discipline Act

(N.L. 2974/30.—5.12.1930.)

#### JOINT ORDERS BY ADMIRALTY AND ARMY COUNCIL.

*Orders made by the Admiralty and the Army Council under Clause (i) of the Regulations (K.R. and A.I., Art. 196, Clause 2), defining the conditions prescribed by the Admiralty and the Army Council under the powers granted to them by Section 90a of the Naval Discipline Act, and Section 184a of the Army Act.*

#### NAVAL OFFENDERS IN MILITARY PRISONS OR DETENTION BARRACKS.

Whenever any naval prisoners or naval ratings sentenced to detention are committed to any prison or detention barrack, the governor, commandant, officers or staff of which are officers, warrant officers or non-commissioned officers of a body of H.M. military forces, then for the purposes of command and discipline and for the purposes of the provisions of the Naval Discipline Act relating to superior officers, such officers, warrant officers or non-commissioned officers of His Majesty's military forces shall, in relation to such naval prisoners or naval ratings undergoing detention as aforesaid be treated, and have all such powers (other than powers of punishment) as if they were naval officers, warrant officers or petty officers, provided that nothing herein contained shall derogate from any powers of punishment which such officers, warrant officers or non-commissioned officers may have under or by virtue of any rules made pursuant to Section 132 of the Army Act.

By command of The Lords Commissioners of the Admiralty.

(Signed) O. MURRAY.

By command of the Army Council.

(Signed) H. J. CREEDY.

Dated 22nd December, 1928.

#### NAVAL OR MILITARY PERSONNEL NOT IN CHARGE OF A COMMISSIONED OFFICER BEING CONVEYED IN TRANSPORT.

Whenever any body of His Majesty's Naval Forces not under the charge of a Commissioned Naval Officer, and any body of His Majesty's Military Forces under the charge of a Commissioned Military Officer are being conveyed together on board any transport or freight-ship, or whenever any body of His Majesty's Military Forces not under the charge of a Commissioned Military Officer, and any body of His Majesty's Naval Forces under the charge of a Commissioned Naval Officer are being conveyed together on board any transport or freight-ship, Section 90A of the Naval Discipline Act, and Section 184A of the Army Act, shall apply to, and in relation to such bodies and the officers, warrant officers, and non-commissioned officers and men who are members thereof.

Signed on behalf of the Lords Commissioners of the Admiralty.

(Signed) C. FULLER.

(Signed) L. G. PRESTON.

Signed on behalf of the Army Council.

(Signed) WALTER BRAITHWAITE.

(Signed) H. J. CREEDY.

7th July, 1930.

## JOINT ORDERS BY ADMIRALTY AND AIR COUNCIL.

*Orders made by the Admiralty and the Air Council under Clause (i) of the Regulations (K.R. and A.I., Art. 196, Clause 3), defining the conditions prescribed by the Admiralty and Air Council under the powers granted to them by Section 90a of the Naval Discipline Act, and Section 184a of the Air Force Act.*

## NAVAL PICKETS AND AIR FORCE POLICE.

Section 90A of the Naval Discipline Act and Section 184A of the Air Force Act shall apply to any Naval Picket which may be acting with any body of His Majesty's Air Force and to any body of the Air Force Police which may be acting with any body of His Majesty's Naval Forces and to the bodies of His Majesty's Air Force and Naval Forces respectively, with whom such Naval Picket or body of the Air Force Police is acting.

By command of the Lords Commissioners of the Admiralty.

(Signed) O. MURRAY,  
Secretary.

By command of the Air Council.

(Signed) W. A. ROBINSON,  
Secretary.

## GENERAL.

1. The joint Order dated the 6th day of June, 1918, is hereby cancelled.

2. Section 90A of the Naval Discipline Act and Section 184A of the Air Force Act shall apply to British Naval and Air Forces operating outside the British Isles.

The said Sections shall also apply in the British Isles or elsewhere to members of the Naval Service to whom the said Sections are capable of application, and who not being subject to the Air Force Act are attached or lent to the Air Force, and to members of the Air Force, to whom the said Sections are capable of application, and who not being subject to the Naval Discipline Act are attached or lent to the Naval Service and to the bodies of the Naval Service and Air Force to which the members of the Air Force or the Naval Service above mentioned are respectively attached or lent.

By command of the Lords Commissioners of the Admiralty.

(Signed) O. MURRAY,  
Secretary.

By command of the Air Council.

(Signed) W. A. ROBINSON,  
Secretary.

25th September, 1919.



# NAVAL OR AIR FORCE PERSONNEL NOT IN CHARGE OF A COMMISSIONED OFFICER BEING CONVEYED IN TRANSPORT.

Whenever any body of His Majesty's Naval Forces not under the charge of a Commissioned Naval Officer and any body of the Royal Air Force under the charge of a Commissioned Officer of the Royal Air Force are being conveyed together on board any transport or freight-ship, or whenever any body of the Royal Air Force not under the charge of a Commissioned Officer of the Royal Air Force and any body of His Majesty's Naval Forces under the charge of a Commissioned Naval Officer are being conveyed together on board any transport or freightship, Section 90A of the Naval Discipline Act and Section 184A of the Air Force Act shall apply to and in relation to such bodies and the officers, warrant officers, non-commissioned officers and men who are members thereof.

On behalf of the Lords Commissioners of the Admiralty,

HUBERT BRAND,  
JOHN D. KELLY.

On behalf of the Air Council,

P. GAME,  
W. F. NICHOLSON.

10th February, 1927.

**3200.**—*Issued Confidentially.*

# 1931

## 238.—Rabies and its Treatment

(M.D.G. 337/31.—30.1.1931.)

### A.—PROCEDURE FOR ENGLAND AND WALES.

When persons are bitten by dogs in areas in which rabies is suspected, the wound should be treated as soon as possible with undiluted carbolic acid, undiluted Izal or similar disinfectant. The disinfectant should be allowed to come into contact with all parts of the wound, and should then be washed out with water or dilute disinfectant. If no disinfectant of the kind is available, the wound should be thoroughly washed and irrigated with hot or cold water. Where it is possible to get the immediate services of a doctor the treatment should be placed in his hands.

2. If the diagnosis of rabies in the dog is confirmed, or notice is received from the Ministry of Health that the case should be regarded as one of rabies for purposes of treatment, the person bitten should be urged to secure specific anti-rabic treatment as soon as possible, no matter what local treatment has been applied to the bite. Applications for anti-rabic treatment should be made through the Medical Officer of Health of the district in which the patient resides.

3. Persons bitten by stray dogs or by dogs exhibiting unusual behaviour should at once inform the police with a view to the necessary inquiries being made. By arrangement with the Ministry of Agriculture and Fisheries, the names of all persons known to officers of that Department or to the Police to have been bitten by dogs suspected of being rabid will be communicated at once to the Medical Officer of Health of the district in which the bitten persons live.

4. As soon as information reaches the Medical Officer of Health that a person in his district has been bitten by a dog suspected of being rabid, the facts of the case should at once be reported to the Medical Department of the Ministry of Health with the following particulars:—

(a) Name, age and address of the person bitten.

(b) Date when bitten.

(c) Severity of the bite and part of the body bitten; the report should state whether the bite penetrated through the skin and caused bleeding.

(d) Name and address of owner of the dog, or other information which will enable the dog to be identified.

(e) Whether rabies in the dog has been diagnosed locally.

5. On receipt of information from the Medical Officer of Health the Ministry of Health will ascertain the opinion of the Veterinary Officers of the Ministry of Agriculture and Fisheries on the facts in their possession regarding the suspected dog, and will inform the Medical Officer of Health if the Veterinary Officers advise that the dog is to be regarded as rabid. Should it happen, for reasons which are unavoidable, that a definite diagnosis cannot be furnished without delay, the Ministry of Agriculture

have undertaken to advise the Medical Officer of Health whether the symptoms in the dog are sufficiently suspicious to justify anti-rabic treatment before the confirmatory diagnosis is available, and this information will similarly be forwarded to the Medical Officer of Health. The Medical Officer of Health should await instructions from the Ministry of Health before sending patients away for treatment.

6. The following is a brief summary of the principles which should guide a Medical Officer of Health in recommending anti-rabic treatment:—

- (a) There should be evidence that the bite penetrated through the skin and caused bleeding.
- (b) Treatment should be strongly urged on all persons who have been bitten by animals which are, in the view of the Ministry of Agriculture, affected with rabies.
- (c) As regards persons bitten by animals captured and killed or kept under observation, in which there is no clinical or post-mortem evidence of rabies, treatment should, as a rule, be deprecated as unnecessary.
- (d) As regards the treatment of persons bitten by untraced stray dogs or other animals, distinction should be made between—
  - (i) Cases occurring in the scheduled or immediately adjoining areas, where presumably there is greater risk of the dog being rabid: to cases in this category treatment should be recommended.
  - (ii) Those occurring outside the scheduled areas—here treatment should be offered, but not pressed.

7. When, after consideration of all the circumstances of the case, and after communicating with the Ministry as above advised, the Medical Officer of Health is satisfied that anti-rabic treatment is essential, and has obtained the consent of the patient, he should arrange for treatment direct at the following centre:—

London: Dr. Dudgeon, Department of Pathology, St. Thomas's Hospital, Westminster Bridge, London, S.E.1.

The vaccine employed at this centre is a carbolised anti-rabic vaccine prepared at the Ministry's Laboratory. It should be understood that the hospital named above does not, except by special arrangement, provide internal accommodation for patients undergoing anti-rabic treatment.

8. The Medical Officer of Health should follow the same procedure in dealing with cases occurring in any of H.M. Services of which he receives notification.

9. In any case where the Medical Officer of Health is satisfied that a person who needs anti-rabic treatment cannot stay at a centre at his own expense for the two or three weeks necessary for the completion of the course, he should at once represent the matter to the District Council or to the Chairman of the Council in order that the funds required may be provided by the Council. The Ministry of Health, as previously announced, are prepared to sanction reasonable expenditure incurred by the Council for this purpose.

10. Attention may again be drawn to the importance of securing all possible expedition in the above procedure.

11. Should any Naval Rank or Rating be bitten by a dog suspected to be rabid, information should be forwarded to the Naval Health Officer if the case occurs in the Portsmouth, Devonport or Chatham Command, and to the Medical Department, Admiralty, if the case occurs elsewhere.

This is additional to and not in lieu of the preceding instructions contained in paragraphs 1-10 which are issued by the Ministry of Health.

12. It is to be noted that at present the only centre for treatment in England and Wales authorised by the Ministry of Health is—

Dr. Dudgeon,  
Department of Pathology,  
St. Thomas's Hospital,  
Westminster Bridge, London, S.E.1.

#### B.—PROCEDURE FOR SCOTLAND.

The Department of Health for Scotland have made arrangements with the Laboratory Committee of the Royal College of Physicians' Laboratory, 2, Forrest Road, Edinburgh, whereby specific anti-rabic treatment can be given in Edinburgh. It will be necessary for those under treatment to obtain accommodation for themselves in Edinburgh; but arrangements have been made for exceptional cases requiring institutional treatment to be received into the wards of the Royal Infirmary.

2. The person bitten should be informed that the matter is under inquiry, and that he should be prepared, if so advised, to go to Edinburgh for anti-rabic treatment on receipt of a telegram.

3. On receipt of information from the Medical Officer of Health, the Department of Health for Scotland will ascertain the opinion of the Veterinary Officers of the Ministry of Agriculture and Fisheries on the facts in their possession regarding the suspected dog, and the Department will inform the Medical Officer of Health if the Veterinary Officers advise that the dog is to be regarded as rabid. Should it happen, for reasons which are unavoidable, that a definite diagnosis cannot be furnished without delay, the Ministry of Agriculture and Fisheries have undertaken to advise the Department of Health for Scotland whether the symptoms in the dog are sufficiently suspicious to justify anti-rabic treatment before the confirmatory diagnosis is available, and this information will similarly be forwarded to the Medical Officer of Health. In any case a definite decision for purposes of treatment will be available 24-48 hours after the material for diagnosis from the dog has been received by the Ministry of Agriculture and Fisheries. The Medical Officer of Health should await instructions from the Department of Health for Scotland before sending patients away for treatment.

4. When, after communicating with the Department as above, the Medical Officer of Health is satisfied that anti-rabic treatment is essential, and has ascertained that the person bitten is prepared to begin the treatment, he should communicate with:

The Superintendent,  
Royal College of Physicians' Laboratory,  
2, Forrest Road, Edinburgh,

stating whether the place and date of the patient's first attendance for treatment are to be telegraphed to himself or to the patient direct.

5. In any case where the Medical Officer of Health ascertains that a person who needs anti-rabic treatment cannot stay in Edinburgh at his own expense for the two or three weeks necessary for the completion of the course, he should at once represent the matter to the Local Authority or to the Chairman in order that the funds required may be provided by the Local Authority.

6. Should any Naval Rank or Rating be bitten by a dog suspected to be rabid, information should be forwarded to the Naval Health Officer if the case occurs in the Coast of Scotland Command, and to the Medical Department, Admiralty, if the case occurs elsewhere.

This is additional to and not in lieu of the preceding instructions contained in paragraphs 1-5, which are issued by the Department of Health for Scotland.

(A.F.O. 1172/36.)

**\*796.—Official Secrets Acts—Actual or Prospective Publication or Disclosure of Secret or Confidential Matter—Procedure for Dealing with Civilians in the United Kingdom**

(N.L. 502/31.—2.4.1931.)

An undertaking has been given on behalf of H.M. Government that, in regard to secret or confidential matter which has already been published in the Press, the powers given by the Official Secrets Acts of 1911 and 1920 will only be exercised against printers, proprietors, publishers, or editors, with the express approval of the Attorney-General or a Secretary of State.

2. The principle underlying this undertaking applies also to other members of the community who are *prima facie* implicated in any such case, or in any case not connected with the press at all, to the following extent. If a case arises in which it is certain that the mischief has already been done beyond recall or abatement, and in the opinion of the department concerned, delay will not lead to the escape of the offender or be prejudicial to the interests of the State, the powers of search and enquiry given by Section 9 of the Act of 1911 and Section 6 of the Act of 1920, will only be exercised with the express approval of the Attorney-General or of a Secretary of State. In all other cases responsible officers will be free as hitherto to take immediate action as the circumstances of the case may require within the powers conferred by the Acts.

3. Applications in cases specified above should, in the first place, be sent to the Admiralty for consideration.

**975.—Issued Confidentially.**

**\*1131.—R.A.F.—Hurt Certificates while serving with**

(C.W. 1758/31.—8.5.1931.)

In the event of Naval or Royal Marine personnel being injured while serving with the Royal Air Force in circumstances under which a Naval Hurt Certificate would normally be granted, arrangements have been made with the Air Ministry under which R.A.F. Form No. 551 will be issued, these forms taking the place of the usual Naval form.

2. Naval Hurt Certificates will, however, continue to be issued in accordance with Article 1419, King's Regulations and Admiralty Instructions, to Naval or Marine personnel injured whilst serving in the Fleet Air Arm on board H.M. aircraft carriers.

3. The following extract from Air Ministry Weekly Order No. 652/29 is promulgated for information :—

\* \* \* \* \*

"4. Arrangements have been made with the Admiralty whereby Forms 551 will be used in lieu of the Naval Hurt Certificates which are now issued (under King's Regulations and Admiralty Instructions, Article 1419) to R.N. and R.M. personnel who sustain injury in certain circumstances while serving with the Royal Air Force. The procedure will be as follows : Units will render Form 551 (in the case of officers, to the Air Ministry ; and in the case of ratings, to the Officer i/c Records or the Air Ministry, as indicated in paras. 1 and 2) in all cases of injury, whether or not the circumstances are such as would justify issue of a Hurt Certificate under Admiralty regulations. Whenever the injury is one for which the issue of a Hurt Certificate is appropriate, copies of the Form 551 will be made in the Air Ministry or in the Record Office, as the case may be. For an officer, the original and one copy will be returned to the C.O. of the unit concerned, who will pass the original form to the officer and endorse the copy to that effect ; the copy will then be returned to the Air Ministry for transmission to the Admiralty. For a rating, the original Form 551 will be returned by the Officer i/c Records to the C.O. of the unit for attachment to the service certificate, on which an appropriate note will be made."

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1356. } Issued Confidentially.  
1561. }

### \*1610.—Washing Linen for the Sick Bay—Payments to Naval Ratings

(N/N.P. (II) 811/31.—3.7.1931.)

Until further notice the following maximum rates may be paid to Naval Ratings employed in washing articles of sick bay linen :—

								<i>Per doz.</i>	
								<i>s.</i>	<i>d.</i>
Tablecloths ...	...	...	...	...	...	...	...	1	9
Sheets ...	...	...	...	...	...	...	...	1	9
Pillow cases ...	...	...	...	...	...	...	...	0	10
Bed covers ...	...	...	...	...	...	...	...	1	9
Towels ...	...	...	...	...	...	...	...	0	10
Coverlets ...	...	...	...	...	...	...	...	2	6
Blankets ...	...	...	...	...	...	...	...	5	3
Shirts ...	...	...	...	...	...	...	...	1	8
Gowns, operating ...	...	...	...	...	...	...	...	2	6
Coats ...	...	...	...	...	...	...	...	3	0
Curtains, long ...	...	...	...	...	...	...	...	1	9
„ scuttle ...	...	...	...	...	...	...	...	0	10

2. The work should, however, be performed by contract on shore or in the ship's laundry whenever practicable.

3. In exceptional circumstances where the Commanding Officer is satisfied that the foregoing rates do not sufficiently remunerate the rating (having regard to the labour involved and the cost of the materials used), he may authorise payment at such higher rates as he considers fair and reasonable. In every such case the Commanding Officer should furnish a suitable certificate on the pertinent voucher to the cash account.

### 1909.—Medical Boards on R.A.F. Officers or Airman Pilots Serving Afloat

(C.W. 6370/31.—7.8.1931.)

The procedure for holding Medical Boards on R.A.F. personnel in Royal Naval Hospitals at home and abroad is dealt with in the Instructions for the R.N. Hospitals and other Medical Establishments at Home and Abroad.

The procedure set out in paragraph 2 of this Order is to be adopted for initiating medical boards on R.A.F. officers (or airman pilots) serving afloat, who are considered to be below the standard of fitness required of them :—

- (a) Whilst on duty in a ship;
- (b) After a period of non-effectiveness due to illness or injury; provided that, in both (a) and (b) resumption of previous medical standard is unlikely within a reasonable period.
- (c) Prior to proceeding on duty abroad, if found to be suffering from, or to have suffered from, a condition likely to be aggravated by foreign service to the extent of becoming an invaliding disability.

2. Form 42 (card and flimsy) will be completed by the medical officer of the ship, who will state clearly his opinion as requisite; the card will be disposed of in accordance with A.F.O. 82/30, and the flimsy will be placed in Form 48, which, accompanied by a written request for a medical board, will be forwarded through the Captain of the ship to the nearest Principal Medical Officer, Royal Air Force.



On receipt of the application, the Principal Medical Officer will issue instructions as follows:—

- (a) If a board is approved, the unit will be informed accordingly, the date and place stated, and the Form 48 forwarded to the President of the Board.
- (b) If a board is not approved, the unit will be so informed and the medical documents returned through the usual channels.

3. A list is given below of the Principal Medical Officers to whom application for boards should be made:—

(i) Ships in home waters:—

Principal Medical Officer,  
Headquarters,  
Coastal Area, Royal Air Force,  
33/34, Tavistock Place,  
London, W.C.1.

(ii) Ships in Mediterranean:—

Principal Medical Officer,  
Headquarters,  
Royal Air Force,  
Mediterranean,  
Valletta,  
Malta,

or

Principal Medical Officer,  
Headquarters,  
Royal Air Force,  
Middle East,  
Villa Victoria,  
Cairo,  
Egypt.

(iii) Ships in East Indies:—

Principal Medical Officer,  
Headquarters,  
Royal Air Force,  
(a) Imperial Secretariat, (b) Kelvin Grove,  
South Block, or Simla,  
New Delhi, India,  
India,  
dependent upon the time of year,

or

Principal Medical Officer,  
Air Headquarters,  
Iraq Command,  
Hinaidi,  
Iraq.

4. For ships in the Far East and elsewhere, where no Principal Medical Officer is available, a medical board should be held at the nearest service medical establishment, with, if possible, a Royal Air Force Medical Officer as a member of the board.

## 2089.—Admiralty Compass Observatory—Messing Arrangements for Naval Officers undergoing Courses

(E./C. (I) 2132/31.—28.8.1931.)

Naval officers detailed for courses at the Admiralty Compass Observatory, Slough, are to be credited on the ledger of the ship on whose books they are borne for pay with provision allowance at the special rate of 2s. 3d. a day for each day they are messed at the Observatory.

2. They will be required to settle their mess bills at the Observatory before departure: the mess charge will be 4s. 3d. a day, apart from the usual mess extras.

## 2737.—Private Meetings of Societies

(N.L. 3646/31.—20.11.1931.)

It has come to the knowledge of the Board of Admiralty that private meetings of one of the branches of a certain society, which were permitted to be held on board one of H.M. ships, were made use of for the purpose of concerting action in contravention of Naval discipline.

2. Their Lordships realise the value of such societies for benevolent purposes and have no wish to hinder their activities in this direction, but, in view of the improper use of the meetings referred to, they have directed that private meetings of societies are not in future to be held on board H.M. ships or in Naval or Marine establishments.

3007.—*Issued Confidentially.*

# 1932

## 251.—Acting Sub-Lieutenants (E)—Syllabus of Qualifying Examination Afloat

(C.W. 11709/31.—5.2.1932.)

The syllabus of the revised qualifying examination afloat of ratings for promotion to Acting Sub-Lieutenant (E) which will be in force for the examination in the autumn of 1932, is shown below:—

### *Engineering I:—*

Descriptions and sketches will be asked for of the construction and arrangement of the principal parts of the main and auxiliary machinery of a warship, and of the boilers and fittings in connection therewith. A knowledge of the principles of working of the above, and of the fittings provided for their adjustment and how these are used, will also be required.

### *Engineering II:—*

Questions will test the candidate's knowledge of the actual working on service of a warship's propelling machinery, boilers, auxiliary machinery, and engine-room equipment, and of the examinations and adjustments necessary to keep such parts efficient. Questions will also be set on the regulations ordered to be observed and the precautions necessary in carrying out the various operations incident to the working of the engine room department of a warship generally.

### *Heat and Steam:—*

The papers set will comprise questions on the elementary principles of heat engines, with special reference to their application to steam and steam machinery, marine boilers and evaporators, air-compressing and refrigerating machinery, and to the combustion of coal and oil fuel.

Also on the quantities of heat involved in the formation of steam, its expansion and condensation, the laws connecting the pressure temperature and volume of gases, and the methods of obtaining the efficiency of steam machinery, boilers or of a combined plant. The candidate's knowledge of indicators and indicator diagrams may also be tested in this paper.

*Mathematics:—*

The metric system; conversion of units. Elementary geometry and algebra with practical applications. Simple problems involving equations. Plotting curves and use of graphs. Elementary Trigonometry. Calculation of areas, volumes and surfaces in practical cases. Meaning of differential co-efficient: simple examples of differentiation with applications: maxima and minima. Meaning of an integral: simple examples.

*Applied Mechanics:—*

Elementary principles of statics and dynamics treated with reference to practical applications. Force, effect of a force in causing motion. Moment of a force about a point. Conditions of equilibrium. Finding the resultant of given forces. Centre of gravity. Friction. Simple machines. Mechanical advantage and efficiency. Velocity ratio. Instantaneous axis. Work, energy and power. Centrifugal force. Elementary notions of stress and strain. Hooke's law. Ordinary tests of materials. Properties of fluids. Hydraulic press. Equilibrium of floating bodies. Energy of fluid under pressure and in motion. Pressure exerted by a jet of fluid.

*General Science, including Electricity:—*

Construction and working of cells in common use in the Service; secondary batteries. Ohm's law and its applications. Electrical instruments in common use: electric bells, telephones, arc and incandescent lamps. Specific resistance, divided circuits, shunts. Continuous current dynamos and motors, including general knowledge of types, management and maintenance. Electrical power and energy. Properties of the common metals. Production and properties of cast iron, the blast furnace, wrought iron, steel. Steel manufacture, Bessemer's and Siemens's processes, hardening and tempering steel. Ship plates, boiler plates, armour plates, protection of steel from corrosion. Oxygen, hydrogen, nitrogen, production and properties. The common acids, their combination with different metals. Common materials, water, air, limestone, etc. Chemistry of combustion.

*English:—*

Candidates will be required to write an essay, for which at least half the total marks allotted to the paper will be awarded. The subjects will generally be of a practical nature, and there will be a choice of at least four. Candidates should try to make the subject-matter of their essays as interesting and accurate as possible, but errors of fact, unless betraying an avoidable ignorance, will not be heavily penalised, since most of the marks will be awarded for good grammar, a pleasing style, and a clear arrangement of topics. Candidates should aim at a minimum length of five hundred words for their essays.

In addition, candidates may be required to reduce a prose passage to about one-third of its length, without omitting any of its essential meaning. In making such a précis candidates may use the words of the original passage when they are suitable for reproduction, but in general should use their own words. They may also be asked to enlarge a tersely-expressed passage from some well-known author or to paraphrase a difficult prose passage.

Candidates should also be prepared for one or more of the following tests: to explain the meaning of common metaphors; to correct ungrammatical sentences; to differentiate between words of nearly similar meaning; to correct the punctuation of a given passage; to supply the correct words in a passage in which wrong ones are made use of; to explain the meanings of difficult words; and for other similar exercises.

### 351.—Officers of Dominion Navies and R.I.N.—Courses— REPORT

(C.W. 11285/31.—12.2.1932.)

In normal circumstances no courses of instruction are to be arranged locally for officers of Dominion Navies without the prior approval of the Admiralty. If a short course is obviously necessary in connection with an impending appointment, and time does not permit of prior reference to the Admiralty, local arrangements for the course may be made, but the fact is to be reported to the Admiralty immediately.

2. No courses of any description are, however, to be arranged for officers of the Royal Indian Navy without specific instructions from the Admiralty.

3. Local arrangements may be made for officers of Dominion Navies to undergo *portions* of the "Command of Destroyer" course when this is desirable as a measure of convenience and to enable officers to employ their time usefully. Particulars of such instruction should not be included in the Quarterly Return of Courses.

4. Dominion officers are not to undergo the full Command-of-Destroyer course without prior Admiralty approval, and details of these courses are to be included in the Return.

### \*1003.—Warrant Officers (Married and Widower) whose Promotion entailed Pecuniary Loss—Special Rates of Pay

(C.W./N.P. (I) 536/32.—29.4.1932.)

#### PART I.

##### *Newly Promoted Officers.*

Any warrant officer who, immediately before promotion, was in receipt of the benefit of marriage allowance either—

(i) as a married man, or

(ii) as a widower, with children eligible for an allowance,

and can show that his total emoluments (calculated in the manner prescribed in paragraph 3 below) as a rating on the day preceding his promotion, together with warrant officer's messing contribution of 1s. a day, exceeded his emoluments as a warrant officer, is to be paid at a special rate of pay determined in the manner prescribed in paragraph 4 below, not exceeding the maximum applicable to his rank on the warrant officer's scale from time to time current.

2. Warrant officers who, on promotion, are either unmarried or widowers without children, eligible for an allowance, are ineligible for the special rates of pay authorised by this Order.

3. The daily emoluments as a rating, on which the comparison between emoluments as a rating and as an officer is to be made for the purpose of this Order, are to be determined as follows:—

- (a) *Substantive Pay*.—Calculated on rating and seniority on the day preceding that of promotion to warrant rank.
- (b) *Non-substantive Pay*.—As payable on the day preceding that of promotion to warrant rank.
- (c) *Badge Pay*.—Calculated on badges held on day preceding that of promotion to warrant rank.
- (d) *Kit Upkeep Allowance*.—Calculated on a daily basis at the rate (if any) actually payable to the rating on the day preceding that of promotion to warrant rank.
- (e) *Marriage Allowance*.—Calculated at the rate actually in course of payment on the day preceding the date of promotion.

The allowance is in all cases to be calculated in respect of the wife and children, if any, eligible by age, living on the day preceding the date of promotion, and no allowance under this heading is to be included in the comparison of emoluments as officer and as rating in the case of any officer who was not married or a widower with a child or children (eligible by age) before his promotion.

- (f) *Allowances to be excluded.*—Allowances which are not paid continuously for qualifications, but intended as compensation for special duties, risks and circumstances, *e.g.*, hard lying money, submarine pay, lodging allowance, provision allowance, etc., are to be excluded from the comparison of daily total rates of pay, both as rating and as officer.

4. *Regulations respecting Special Rates of Pay as Warrant Officer.*

- (a) The special rate of pay is in no case to exceed the maximum rate to which the officer would, in due course, become entitled as a warrant officer on the scale from time to time current. Subject to this maximum limit it is to be calculated at such sum as will make up a daily sum equal to the daily emoluments (calculated in the manner prescribed in paragraph 3 above) of the officer before his promotion (or when such daily sum is not a multiple of 2*d.*, a sum equal to the next multiple of 2*d.* above), plus 1*s.* for messing contribution.

- (b) Allowances which depend upon the performance of special duties, *e.g.* :—

In lieu of a specialist;  
Director Officer;  
Command money;  
Navigating allowance;  
Machinery allowance;  
Senior Engineer's allowance;  
Store allowance;

may be paid concurrently with the special rate and will, therefore, not be included in the comparison of the emoluments as officer and as rating for the purpose of this Order.

- (c) Allowances in respect of qualifications which are payable continuously with ordinary rates of full pay (*e.g.*, specialist allowance in respect of qualification in advanced gunnery) are not to be paid concurrently with the special rate.

An officer in receipt of a special rate under this Order who may hereafter qualify for such an allowance will be allowed to transfer to the normal rate of full pay according to rank and seniority, plus allowance for qualifications, if such transfer is to his advantage. Similarly, an officer already in receipt of specialist allowance in respect of qualification in advanced gunnery may transfer to a special rate of pay (without specialist allowance in respect of qualification in advanced gunnery) if, and for so long as, it is to his advantage to do so.

- (d) An officer in receipt of a special rate of pay shall not receive any increment of pay until such time as under ordinary regulations he may become eligible by length of service as warrant officer for a higher rate on the normal scale.

- (e) It is to be distinctly understood that, when an officer's special rate of pay has been determined in accordance with this Order it will in no case be varied on account of any change in his family or on account of any change that may be introduced thereafter in the emoluments of ratings.

5. Officers who consider that they are entitled to a re-adjustment of their rate of full pay as a result of these rules are to make application in the form prescribed below. No special rate is to be credited to any officer until the rate to be paid has been notified by the Director of Navy Accounts.

6. In cases of recent promotion, where the ledgers showing emoluments on the day preceding promotion are not already at the Admiralty, the Accountant Officer is to certify on the application form the correctness of the claim as regards pay, etc., as a rating.

**APPLICATION FOR PAYMENT OF SPECIAL RATE OF PAY  
UNDER A.F.O. 1003/32.**

Name of officer.....	Before promotion—
Rank .....	Rating .....
Seniority .....	Official No. ....

I hereby claim to be entitled to a special rate of pay under A.F.O. 1003/32, in accordance with appended statement.

Signature .....

Rank .....

Date .....

**COMPARISON OF DAILY PAY AND ALLOWANCES.**

As a Rating.	As a Warrant Officer on the Date of Promotion.
s. d.	s. d.
(a) Full pay of rating on day preceding pro- motion ... ..	Full pay of rank and
(b) Non-substantive pay ... ..	specialist al-
(c) Badge pay ... ..	lowance in
(d) Kit upkeep allowance (at the rate (if any) in force on day preceding promotion) ...	respect of
(e) Marriage allowance for wife and children living on the day preceding promotion (calculated at the rate actually in course of payment on the day preceding the date of promotion) ... ..	qualification in advanced gunnery.
(f) Messing contribution as Warrant Officer ...	
Total ...	Total ...

Special rate of pay claimed.....

**ACCOUNTANT OFFICER'S CERTIFICATE.**

*Strike out if inapplicable.* { The ledger showing the latest rates of pay as regards  
(a), (b), (c) and (d) has not yet been forwarded into office.  
The rates as shown above are correct, and I have examined  
the claim, which is, to the best of my knowledge, made in  
accordance with A.F.O. 1003/32.

*Strike out if inapplicable.* { The pay and allowances as a rating cannot be checked in  
this ship. I have examined the claim, which is, to the best  
of my knowledge, made out in accordance with A.F.O.  
1003/32.

H.M.S. " " "

Accountant Officer.

Forwarded

Commanding Officer.

The Director of Navy Accounts.

**PART II.**

*Officers who, on promotion, receive special rates of pay under Part I, who advance above those rates on the normal scale, but whose pay on that scale may subsequently be reduced below the special rate.*

An officer who has been in receipt of a special rate of pay under the foregoing regulations, but has qualified by length of service for a higher rate of pay on the normal scale applicable to his rank shall be allowed, subject to the maximum prescribed in Part I, paragraph 1, to revert to the special rate of pay previously granted if his current rate of pay on the normal scale become less than such special rate.

2. Any officer who considers that he is entitled to a readjustment of his full pay under this rule may make application through his Commanding Officer to the Director of Navy Accounts for his pay to be re-assessed.

3. No special rate is to be credited to any officer until the rate to be paid has been notified by the Director of Navy Accounts.

### PART III.

*Officers not entitled on promotion to a special rate of pay under Part I, but whose pay on the normal scale is subsequently reduced.*

Where the full pay of an officer, although at the date of his promotion at least 1s. in excess of his daily emoluments as a rating, may cease to be so as the result of a general reduction in his scale of pay, he may submit an application, in the form prescribed in Part I, to be paid at a special rate of pay determined in the manner provided for in Part I, paragraph (3), except that as regards (e) of that paragraph marriage allowance shall be calculated at the rates in force at the date of such reduction, but with reference to the officer's condition as regards wife and children on the day preceding that of his promotion to Warrant rank.

## 1240.—Allowances for Accommodation and Victualling Payable to Ratings serving on Shore Abroad—REPORT

(N./N.P. (I) 1915/32.—27.5.1932.)

The following arrangements with regard to the payment of provision and lodging allowances apply to all ratings serving in shore billets on foreign stations at places where service victualling, or service accommodation, or both, are not available, and the ordinary rates of provision and lodging allowances are inadequate.

### I. RATINGS PROVIDED WITH SERVICE ACCOMMODATION, BUT NOT SERVICE VICTUALLING.

2. If the Commander-in-Chief on the station is satisfied that the ordinary rate of provision allowance is insufficient to cover the cost of providing the men with the normal Service standard of messing, he is to submit for Admiralty approval proposals for payment of special rates of provision allowance based on the actual cost of providing this standard of messing (so far as this is practicable) at the particular places at which the men are stationed. Details of the current local retail prices of foodstuffs, including all articles comprised in the standard ration and the more important of other items, *e.g.*, bacon, cheese, fresh and dried fish, liver, sausages, butter and margarine (if obtainable) and details of any factors bearing on the cost to the men of arranging their own messing, are to accompany the proposals.

3. Commanders-in-Chief are authorised to adjust, when necessary, the special rates approved, subject to a full report of the action taken being submitted immediately to the Admiralty for covering approval. The rates of allowances should not be altered to meet trivial changes in prices.

4. The allowances should, in any case, be reviewed annually, and reports, giving selected particulars of local prices as in paragraph 2, furnished to the Admiralty showing whether any material change in prices has taken place since approval was given for the allowances in course of payment.

### II. RATINGS WHO CANNOT BE PROVIDED WITH SERVICE ACCOMMODATION, BUT FOR WHOM SERVICE VICTUALLING IS AVAILABLE.

5. If the Commander-in-Chief is satisfied that suitable accommodation cannot be obtained by ratings at a cost within the amount of the ordinary lodging allowance payable, he is to authorise such accommodation to be provided (preferably at sailors' homes or similar institutions) on the most economical terms possible, and to be paid for direct from Naval funds.

6. Any reasonable travelling expenses necessarily incurred by ratings in proceeding between the place where their accommodation has been arranged and their place of duty may be refunded, but the necessity for such travelling should be avoided whenever possible by the selection of accommodation in the vicinity of the place of duty.

7. All payments in respect of accommodation should be made by the local Naval accountant officer, and receipts from the person from whom the accommodation is rented should be attached in support of the cash account voucher showing the payments of rent.

### III. RATINGS WHO CANNOT BE PROVIDED WITH EITHER SERVICE ACCOMMODATION OR SERVICE VICTUALLING.

8. If the Commander-in-Chief is satisfied that suitable accommodation and food cannot be obtained by ratings at a cost within the amount of the lodging and provision allowances payable to them (taking into account the special rate of provision allowance, if any, authorised under Section I of this Order) he is to arrange for accommodation and food to be provided for the men under conditions similar to those detailed in Section II above.

9. Whenever arrangements have been made for ratings to be provided with accommodation or accommodation and food, as a direct charge to Naval funds, the Senior Naval Officer is to inform the Accountant Officer on whose books the men are borne for pay, in order that relative compensatory allowances in course of issue may be withdrawn.

10. The action taken under paragraphs 5-9 of this Order should be reported to the Admiralty by Commanders-in-Chief for covering approval, the reports to contain the following particulars :—

- (i) The nature and cost of any accommodation and food provided for ratings. The statement of cost should include details of the numbers of ratings concerned, and of the amounts to be refunded in respect of travelling expenses between lodgings and place of duty.
- (ii) The date from which the revised arrangements have been brought into effect.

## \*1670.—Appointments of Officers—Duration

(C.W. 4174/32.—15.7.1932.)

The period of service in individual appointments will be at the discretion of the Admiralty.

As a general rule, however, the appointments of officers below the rank of Captain will be approximately for the following periods :—

- (i) In sea-going ships in the Home Fleet and abroad—for the period of the commission.
- (ii) In other ships and establishments at home, 2 years.
- (iii) In establishments abroad, 2 to 2½ years.

In the undermentioned Home appointments an extension of one year may be considered, provided satisfactory evidence is produced that—

- (a) The extension is necessary in the interests of the Service ; or
- (b) Personal hardship would be caused by relief at 2 years. Such extensions will be confined to :—

I.—Commanders and Lieutenant-Commanders serving as King's Harbour Masters (not Assistants), in charge of Detention Quarters, as Superintendents or Assistant Superintendents in the Hydrographic or Compass Departments.

II.—Warrant Officers and Officers promoted from Warrant rank serving in Dockyard appointments.

Applications for extension of appointment, especially as regards Warrant Officers and Officers promoted from that rank serving in Dockyard appointments, are only to be forwarded in exceptional circumstances when the Commander-in-Chief is satisfied, after consideration of the full details required under (a) or (b) above, that the application is necessary. It is not expected that applications coming under (a) should emanate from the individual concerned.

2. *Engineer Officers.*—The appointments of Engineer Officers will normally be for the following periods :—

- (a) In sea-going ships at home, 2 years.
- (b) In ships abroad, 2½ years.

(In each case irrespective of the date of commissioning).

- (c) In establishments at Home and abroad—for 2 or 3 years, according to the nature of the appointment and the requirements of the Service.



3. *Special Cases.*—The normal duration of the following appointments will be as stated :—

- I.—Ships in Irish Waters ... Commanding Officers will generally be relieved after 12 to 18 months' service in Irish waters.  
Officers not in command will be relieved after 12 months' service, unless they apply to remain longer.
- II.—Ships in the Red Sea and Persian Gulf. Officers who have served for two hot seasons will be relieved not later than March or April, irrespective of the date of commissioning.
- III.—Assistant Fuelling Officers... 3 years, including time required for turnover.

No extension will be permitted.

IV.—Officers of W/T stations :—

- (a) Gibraltar, Hong Kong, Malta, and Seletar (Singapore), 2 years.  
(b) Aden and Matara (Ceylon), 1 year.

Officers of the W/T stations coming under categories (a) and (b) will be allowed the option of an extension of their appointments up to a maximum of 3 years and 1½ years respectively. A list of the officers requiring relief is to be sent in by the station concerned, so as to reach the Admiralty 3 months before the date they are due for relief, this date being stated.

V.—Officers serving on shore at Abadan, Aden, Bombay, Colombo, Singapore, and Trincomalee. 2 years, except as provided in IV.

VI.—Gunnery,  
Gunnery (T),  
Boatswains,  
Signal Boatswains,  
Warrant Telegraphists,  
Warrant Shipwrights,  
Warrant Ordnance Officers,  
Warrant Electricians,

and above, as laid down in paragraph 1 for Lieutenants, etc., except that appointments at the Admiralty will normally be for 3 years.

The normal duration of the appointment of Boatswain of the Yard in H.M. Dockyards is three years.

The appointments of Commanders for R.N.R. duties and for liaison duties with the Mercantile Marine will normally be of three years' duration.

### \*1793.—Anti-gas Instruction—Officers

(C.W. 4178/32.—29.7.1932.)

Commissioned and Warrant Officers of all categories who have not already undergone a course at an Anti-gas School are to do so when this can be arranged.

2. Acting Warrant Officers of all three port divisions will undergo an Anti-Gas Course of 5 days' duration at the Anti-Gas School, Portsmouth. The Course will commence on the Monday following the termination of the Divisional Course.

3. Classes for anti-gas instruction for officers are formed for 5 days in each month as follows :—

- Week commencing the first Monday in each month at Portsmouth.  
Week commencing the second Monday in each month at Devonport.  
Week commencing the third Monday in each month at Chatham.

4. If circumstances permit, torpedo officers are to undergo the Anti-Gas Course before taking up any (T) appointment afloat, in cases where they have not taken the course during the last five years. Other officers who have not undergone an Anti-gas Course during the last five years should be encouraged to undergo the course again if they can be spared from their appointments.

(A.F.O. 1224/36.)

## \*1796.—Grading of Accommodation for Naval Personnel Travelling by Sea at Government Expense

(C.W./C.E. 2205/32.—29.7.1932.)

As a result of the great improvements effected by shipping companies in the past few years in the standards of messing and the amenities in the cabins and public rooms in passenger vessels, the increase in the number of grades of accommodation within various classes, and the introduction of new classes of accommodation, *e.g.*, cabin and tourist, with a wide range of grades within those classes, it has become increasingly difficult to continue to allocate accommodation to Service personnel on the basis of the many gradings quoted by shipowners.

2. It has therefore been mutually decided by the three Service Departments to introduce the simplified schedule set out herein for the grading of Service personnel for the purposes of accommodation when travelling by sea at Government expense. This revised schedule will operate from 1st August, 1932.

3. The new standards of accommodation are in the nature of a minimum and will be operated with careful regard to all the circumstances of each particular passage to ensure that appropriate accommodation is secured to the passenger.

4. Personnel of the same or another Service, entitled by Regulations to different classes of accommodation, will not be booked in the same class in any one ship, save where arrangements exist for the carriage of third class passengers in superior accommodation in the absence of third class accommodation, or where invalids are granted superior accommodation on medical representations.

5. As a general rule first class Naval passengers will be berthed as follows :—

- (a) Lieutenant Commanders and above—on passenger decks above saloon deck.
- (b) Lieutenants—on saloon deck.
- (c) Other ranks—below saloon deck.

### SCHEDULE.

*Grades of Accommodation Authorised for Service Personnel Travelling at Government Expense.*

(This list covers accommodation in ships of all the leading British lines.)

Rank and Accommodation Authorised by Regulation.	Accommodation to be Provided on 1st Class, Cabin, or Tourist Ships.	
	Ship's " 1st Class " or " Cabin " Accommodation.	Ship's " Tourist " Accommodation.
<p>GROUP I. <i>1st Class.</i></p> <p><i>Naval.</i> Captains ... Commanders ...</p> <p><i>Military.</i> Colonels ... Lieut.-Colonels...</p> <p><i>Air Force.</i> Group Captains... Wing Commanders.</p>	<p>A berth in a 2-berth porthole cabin on an appropriate deck, provided that in "cabin" class ships the amenities offered are suitable having regard to the status of the passenger concerned.</p>	<p>"Tourist" accommodation not suitable, except by agreement with the department or officer concerned.</p>

Rank and Accommodation Authorised by Regulation.	Accommodation to be Provided on 1st Class, Cabin or Tourist Ship.	
	Ship's "1st Class" or "Cabin" Accommodation.	Ship's "Tourist" Accommodation.
<p><b>GROUP II.</b> <i>1st Class.</i></p> <p><i>Naval.</i> Lieut.-Commanders Lieutenants ... Head Sisters ...</p> <p><i>Military.</i> Majors ... Captains ... Matrons ...</p> <p><i>Air Force.</i> Squadron Leaders. Flight Lieutenants. Matrons ...</p>	<p>A berth in a 3-berth porthole cabin on an appropriate deck and subject to the proviso shown above.</p>	<p>"Tourist" accommodation exists either (a) as a lower class in ships with 1st class or "cabin" class accommodation, or (b) as the only class. In category (a) "Tourist" accommodation is not applicable to these passengers, but in category (b) passages may be ordered for these passengers as follows, provided that the amenities offered are suitable, having regard to the status of the passenger concerned.</p> <p>Lt.-Cdrs., R.N., Majors, Sqdrn. Leaders and equivalent ranks. } A berth in a porthole cabin not more than 2 in a cabin and not below the second passenger deck counting from above.</p> <p><i>Officers in this group below the foregoing ranks</i>—a berth in a porthole cabin on the third passenger deck counting from above.</p>
<p><b>GROUP III.</b> <i>1st Class.</i></p> <p><i>Naval.</i> Sub-Lieutenants Mates ... Comm. Officers from Warrant Rank Midshipmen ... Superintending Sisters. Nursing Sisters... Warrant Officers</p> <p><i>Military.</i> Lieutenants ... 2nd Lieutenants Nursing Sisters... Staff Nurses ...</p> <p><i>Air Force.</i> Flying Officers ... Pilot Officers ... Staff Nurses ... Nursing Sisters...</p>	<p>A berth in any cabin other than, and not superior to, those appropriate to Groups I and II.</p>	<p>In category (a)—(see note against Group II for interpretation)—tourist accommodation is not applicable to these passengers, but in category (b) passages may be ordered, subject to the proviso above.</p> <p>The accommodation to be provided is to be a berth in a porthole cabin on the third passenger deck, counting from above.</p>

Rank and Accommodation Authorised by Regulation.	Accommodation to be Provided.	
	Ship's "Second Class" Accommodation.	Ship's "Tourist" Accommodation.
<p><b>GROUP IV.</b> <i>2nd Class.</i></p> <p><i>Naval.</i> — <i>Military.</i> — <i>Air Force.</i> —</p>	<p>A berth in a porthole cabin.</p>	<p>In category (a)—(see note against Group II for interpretation)—tourist accommodation may be ordered in any porthole cabin. In category (b) subject to note A, the accommodation to be provided is to be a berth in a porthole cabin on the fourth or lower passenger decks, counting from above.</p> <p>"Tourist" accommodation may only be ordered when the cost is less than second class on another available ship.</p> <p>Not more than 4 adults or their equivalent may be berthed in any one cabin.</p>
<p><b>GROUP V.</b> <i>2nd Class.</i></p> <p><i>Naval.</i> Chief Petty Officers. Colour Sergeants, R.M.</p> <p><i>Military.</i> Warrant Officers Classes 10 and 11 (i.e., W.O., Classes I and II). Schoolmistresses</p> <p><i>Air Force.</i> Warrant Officers Classes I and II.</p>	<p>A berth in an inside cabin, other than middle line cabins.</p>	<p>In category (a)—(see note against Group II for interpretation)—tourist accommodation may be ordered in any inside cabin, except middle line cabins. In category (b) in any inside cabin, except middle line cabins on the fourth or lower passenger decks counting from above.</p> <p>Not more than four adults or their equivalent may be berthed in any one cabin.</p>
<p><b>GROUP VI.</b> <i>3rd Class.</i></p> <p>Ratings and Marines. Troops ... .. Airmen ... ..</p>	<p>Ship's Third Class.</p> <p>Not more than 6 passengers may be berthed in a third class cabin. Third class passages may be subject to other limitations which are specially notified in connection with particular lines.</p>	

*Note.*—(i) Officers and Warrant Officers of the Royal Indian Navy follow the grading for the corresponding ranks of the Royal Navy, with the exception that Warrant Officers, R.I.N., are entitled to the same accommodation as a Chief Petty Officer, R.N.

6. A further announcement will be made in connection with civilian personnel.

### \*1928.—Board of Trade Certificates—Methods of Obtaining by Engineer Officers and Ratings

(N./N.P.C. 18/32.—12.8.1932.)

The following information regarding Board of Trade Engineers' Certificates is issued for general information. Although primarily intended for sea-going engineers, these certificates are also of much value to their holders in obtaining positions on shore. "Ordinary" certificates relate to steamships, "Motor" certificates to vessels driven by internal combustion engines. The latter certificates are particularly valuable at the present day. Qualified holders may have their "Motor" certificates endorsed for service in steamships, and *vice versa*.

2. An Officer of the rank of Engineer Lieutenant, Lieutenant (E), or above, may be awarded a First Class Engineer's Certificate "of service" (*i.e.*, without examination). A Commissioned Engineer or Commissioned Mechanician may be awarded a Second Class Certificate "of service"; but a Warrant Officer can only obtain one "of competency" (*i.e.*, by passing the ordinary Board of Trade examination). Applications, either for certificates of service, or for examination for certificate of competency, should be made on a Board of Trade form, obtainable from any Mercantile Marine Office or from Commanders-in-Chief abroad, and forwarded to the Secretary of the Admiralty through the usual channels. A fee of £1 is charged for the certificate.

A certificate of service entitles the officer to go to sea, in the grade certified, as an Engineer on any ship in the British Mercantile Marine, however propelled.

3. A C.E.R.A., E.R.A., or Mechanician is entitled to be examined for a Second Class Ordinary or Motor Certificate, provided he is over 21 and can produce satisfactory testimonials as to workshop and sea service. Generally speaking, he must prove at least 4 years' workshop experience, over the age of 15, on the making or repairing of steam or internal combustion engines, and at least 18 months' sea time as a regular watchkeeper on main engines and boilers, including not less than six months on each. For an "Ordinary" certificate, at least 12 months must have been served in steamships, and for a "Motor" certificate at least 12 months in motor ships. For Second Class certificates the steam engines must be of at least 66 N.H.P., and internal combustion engines at least 373 B.H.P.; for First Class certificates they must be 99 N.H.P. and 560 B.H.P. respectively. A detailed statement as to sea service is required, and must be certified by the Engineer Officer and approved by the Captain.

4. The examinations are held by the Board of Trade at frequent intervals in Newcastle, London, Cardiff, Liverpool, and Glasgow. All examinations include practical mathematics, mechanical drawing, and general engineering knowledge. Full details of the syllabus for the different grades of certificate are given in a booklet issued by the Board of Trade, entitled "Regulations relating to the Examination of Engineers in the Mercantile Marine," published by H.M. Stationery Office, price 6d., and obtainable at any Mercantile Marine Office, or from any bookseller.

Intending candidates should apply to their Commanding Officer, who will obtain application forms from the Superintendent of the Mercantile Marine Office concerned, to whom they should be returned completed, together with the necessary certificates and the fee of £1. These documents must reach the Superintendent at least one week before the day of examination.

5. Candidates are to be given all possible facilities and encouragement to study for and attend these examinations. Considerable preparation will be necessary in most cases, but there are few ships in which the requisite instruction should not be available. The International Correspondence Schools have a special course in the subjects required, and a list of approved technical schools, which give both class and correspondence tuition, is to be found in Appendix H to the above-mentioned Board of Trade booklet.

1929.—Issued Confidentially.

## **\*1935.—Invalided Men—Facilities for Vocational Training, etc.**

(N./N.P.C. 18/32.—12.8.1932.)

Whenever men are invalided from the Service, arrangements are to be made for an officer to be detailed to advise them as to suitable civilian occupations and explain the various forms of assistance open to them.

2. The assistance falls under the following categories :—

### *I.—Vocational Training.*

The facilities open to invalided men are set forth in Articles 19 to 22, Vocational Training Instructions. Detailed information as to the courses available at each Home Port is communicated by the Vocational Training Centre to all ships and establishments there. Men invalided through causes beyond their own control who wish to take advantage of these facilities should be directed to apply forthwith, if they have not already done so, to the Commodore, R.N. Barracks, or in the case of Royal Marines, to the Colonel Commandant, Royal Marines.

### *II.—The National Association for Employment of Regular Sailors, Soldiers and Airmen.*

The procedure for placing men in touch with the National Association laid down in Article 1123, clauses 1, 2 and 3, King's Regulations and Admiralty Instructions, is to be carefully observed. A list of branches of the association is given on page 34 of the Navy List Advertiser.

### *III.—The Royal Naval Benevolent Trust.*

The objects of the Royal Naval Benevolent Trust, and the addresses of the Honorary Local Secretaries, are given on page 14 of the Navy List Advertiser. The trust has a special organisation for assisting the resettlement of invalided men.

3. The men's attention should also be drawn to the important information now contained in Form S.1300A regarding the National Association, Vocational Training, Labour Exchanges, health matters, the Royal Naval Benevolent Trust and other organisations which benefit ex-Naval ratings.

Every man receives a copy of this form before discharge, together with a copy of the official "Guide to Civil Employment" (temporarily suspended).

(K.R. and A.I., Art. 1123.)

(Vocational Training Instructions, Articles 19–22.)

## **\*2021.—Naval and Royal Marine Pilots Attached to the Royal Air Force—Flying Practice when Temporarily Appointed to General Service or Corps Duty**

(Relative Air Ministry Order, A.231/32.)

(C.W. 6978.—26.8.1932.)

The following instructions have been agreed between the Admiralty and the Air Ministry. For the purpose of this Order, where R.N. and R.M. officers serving in all ships in home waters and in reserve, or holding appointments in shore establishments, etc., at home are concerned, the term "Commander-in-Chief" means the Commander-in-Chief, Home Fleet. In other cases it means the Commander-in-Chief of the Fleet in which the officers are serving.

2. When Naval and Royal Marine officers who have been attached to the R.A.F. are appointed to General Service or Corps Duty and are available for re-attachment, *vide* Article 335, King's Regulations and Admiralty Instructions, the Commander-in-Chief will be responsible that they maintain the necessary standard of air training.

3. The flying practice of each officer should be spread as evenly over the year as possible. At home practice flights should be made in aircraft of "C" flight of the R.A.F. Base, Gosport. Abroad, they should be made in F.A.A. aircraft from a shore base of the R.A.F. Officers serving in ships (other than aircraft carriers), in which aircraft are embarked, may be allowed to carry out their flying practice in these aircraft at the discretion of the Senior Naval Officer of the squadron.

4. Except when flying practice is carried out in aircraft embarked in the officer's own ship (other than an aircraft carrier), arrangements for practices are to be made directly between pilots' Commanding Officers and the Commanding Officers of the R.A.F. bases concerned, as much notice as possible being given.

5. Commanding Officers of ships and R.N. or R.M. Shore Establishments are responsible that the amount of practice flying laid down (King's Regulations and Admiralty Instructions, Article 335, clause 6a) is carried out by officers under their commands, and also that officers sent to carry out flying practice are physically fit.

6. The Commanding Officer of the R.A.F. base is finally responsible for the physical fitness of any officer sent to that base for practice before ordering him into the air, and will report on his flying proficiency if it is below the average.

When officers serving in ships (other than aircraft carriers) in which aircraft are embarked, are permitted to carry out their flying practice in those aircraft, the Commanding Officers of those ships are finally responsible that such officers are qualified to fly the type of aircraft carried and that they are physically fit.

7. If examination of a log book or a practical demonstration shows that an officer's flying skill has fallen below the average, or if an officer has not flown for a period of six months, the Commanding Officer of the R.A.F. base or of the ship (other than an aircraft carrier) in which the aircraft is embarked will arrange for him to have a dual control test at a shore base. If the test is satisfactory the flying practice may proceed.

8. If the test is not satisfactory, the fact will be reported by the Commanding Officer of the R.A.F. base to the Commander-in-Chief, the pilot's Commanding Officer, and the Air Officer Commanding, Coastal Command, or other appropriate R.A.F. authority abroad, for the information of Admiralty and Air Ministry, who will consult and then decide what action should be taken. A report by signal will be made by the base Administrative Authority under whom the officer is serving, and the officer is to return to his appointment in General Service or Corps duty until the case has been considered.

9. Commanding Officers of R.A.F. bases will forward, half-yearly, to the Air Officer Commanding, Coastal Command, or other appropriate R.A.F. authority abroad, details of the flying practices which each Naval or Royal Marine pilot has completed, together with dates and types of aircraft.

10. Commanding Officers of ships and R.N. and R.M. Shore Establishments are to forward to the Commander-in-Chief on 30th June and 31st December annually, the names of all officers in their commands who are affected by this Order, with details and dates of flying practices carried out by them during the previous half year.

2023. }  
2024. } *Issued Confidentially.*

## **\*2074.—Leave or Relief on Compassionate Grounds—Passages**

(N. 2017/32.—2.9.1932.)

Naval ratings and Royal Marines serving abroad who may be relieved or granted leave to return to England on compassionate grounds, or for urgent private reasons, are expected to pay any passage expenses which they may incur for both the homeward and outward journeys. Similarly, men granted leave on account of private affairs prior to their ship sailing from home waters are expected to meet any passage expenses incurred in rejoining the ship abroad. (This does not apply to a man who, through his ship being unexpectedly ordered abroad while he is on leave, is unable to rejoin her before sailing.)

2. Before being granted such leave, the men concerned are to be required to acknowledge in writing that they understand the above conditions, and are in a position to meet the cost involved. If the man has sufficient funds in hand when leave is granted, a return ticket should normally be purchased before departure.

If doubt exists as to where the man will be required to rejoin on expiration of his leave, the necessary sum should be forwarded to the Commodore of the dépôt, by whom arrangements will be made for purchase of return ticket, the man being informed accordingly. If the man has not sufficient funds in hand, the Commodore is to be informed as to the source from which money for the return journey is to be expected. Where men state they have funds available in the United Kingdom to meet the cost of the return passage, they are to be directed to forward the necessary sum to the Commodore of the dépôt immediately on arrival in the United Kingdom (*see* paragraph 6).

3. Men proceeding on leave are not to be told that they can be spared until the next Government opportunity for a return passage; or that they are to return in any particular ship. They are, however, to be informed that in the event of their requiring advice as to their return passage, they should apply for instructions either personally or in writing to the Commodore, R.N. Barracks, of the Port Division to which they belong.

4. It is only in rare instances that passages are available by Government opportunity (*i.e.*, by H.M. warship). If, however, at the time of granting leave an opportunity for passage in one of H.M. ships is available, without causing inconvenience to the Service or any expense to public funds, it may be sanctioned by the Commander-in-Chief for the homeward voyage, and by the Admiralty for the return journey.

5. It must be clearly understood that passage by H.M. transport or by freight ship does not constitute a Government opportunity.

6. Whenever leave to England is granted, the Commanding Officer of the ship to which the man belongs is to communicate the following particulars to the Commodore of the dépôt, and a duplicate copy is to be given to the man for information and guidance, *viz.* :—

- (a) A brief description of the circumstances in which leave is authorised.
- (b) Period of leave granted.
- (c) Route and anticipated date of arrival in England.
- (d) Intended address of the man while on leave. (Any alteration of address is to be communicated immediately by the man concerned to the Commodore of his dépôt.)
- (e) The state of the man's ledger account at the date of the commencement of leave, including detailed particulars of any allotments in force.
- (f) A statement of the funds in hand (including any available from private sources) to cover the cost of the return journey (*see* paragraph 2).
- (g) An extract from the man's conduct sheet covering the previous six months.
- (h) Any other remarks.

7. All ratings who may be granted leave under the terms of this Order, if taking passage to England or being sent abroad after leave in one of H.M. warships, are to be victualled and employed on their usual duties during the journey. If returning to England, leave is to commence from the date of arrival, and a leave ticket is to be issued by the Commanding Officer of the ship in which the man concerned is borne for the homeward passage.

8. Care is to be observed that any men who may be granted a passage in one of H.M. ships, either to England or returning abroad, provide themselves with one each of the following articles of uniform, *viz.* :—

- No. 2 or 3 suit.
- No. 5 suit.
- Spare flannel.
- Blue cap.

### **\*2171.—Royal Indian Navy Officers in H.M. Ships and Establishments—Pay, Victualling and Accommodation**

(C.W. 7882/32.—16.9.1932.)

The following particulars of the arrangements for R.I.N. officers serving in the Royal Navy are promulgated for information :—

2 (a). *Sub-Lieutenants and above undergoing Courses.*—These officers are paid direct by the India Office. Unless required to be accommodated afloat, they are to be allowed the option (i) of making their own arrangements for private lodging and subsistence, or (ii) of taking service victualling and service accommodation, if available, subject to payment by them of the appropriate charges.



In either case particulars of the officers are to be given in a special section of List 17 of the ship's ledger; victualling is to be claimed on the ledger for those who select alternative (ii), and the cost thereof, calculated at the current rate of victualling allowance, is to be recovered from them locally. Particulars regarding refund of amounts paid locally in respect of victualling and accommodation may be obtained by R.I.N. officers on application to the India Office.

The normal charge for the accommodation of R.I.N. officers lodged in R.N. Shore Establishments is 3s. a day, but such accommodation should not ordinarily be provided if it involves the displacement of a R.N. Officer. Where, however, such displacement is essential to avoid inconvenience to a R.I.N. officer in attendance on his course and entails the payment of Lodging and Provision Allowances to the displaced R.N. Officer, the actual out-of-pocket expense (*i.e.*, Lodging Allowance, plus the difference between Provision and Victualling Allowances) is to be reclaimed in lieu of the normal fee for accommodation.

When these officers are accommodated afloat they are to be victualled in the mess appropriate to their rank. Victualling is to be claimed on the ship's ledger in the usual manner, but the current rate of Victualling Allowance is to be recovered from the officers direct for each day on which they are so victualled.

No charge, however, is to be made for the accommodation of officers *afloat*.

All charges, *e.g.*, for accommodation, messing, victualling, washing of bedding, etc., arising against R.I.N. officers undergoing courses in H.M. ships and establishments at home, are to be preferred direct against such officers for personal payment locally, and are not to be charged on the ledger. The amounts recovered are to be brought to account in the cash account.

(b) *Midshipmen undergoing Training*.—In future, pay and allowances are to be issued to R.I.N. Midshipmen undergoing training (whether afloat or ashore) at the rates and under the conditions applicable to Midshipmen of the R.N. promoted from Special Entry Cadets, ex H.M.S. "Erebus." Accounts for such R.I.N. Midshipmen are accordingly to be opened in a special list of the ship's ledger. The necessary claim on the India Office will be made by the Admiralty.

Particulars of the victualling, accommodation, etc., of Midshipmen, R.I.N., undergoing courses in R.N. establishments should be inserted in the quarterly returns of courses forwarded to the Admiralty.

(c) *R.I.N. Officers granted Temporary Commissions in the R.N. and appointed for duty in H.M. Ships*.—These officers are to be borne for pay and victualling at R.N. rates, and should be entered on a separate folio of the ledger. Reclaim in respect of the pay and victualling, etc., of these officers is made from the India Office by the Admiralty.

3. In certain cases the India Office may require information relating to the availability of service accommodation. A certificate in this respect is, therefore, to be furnished at the request of the India Office, or of the R.I.N. officer concerned, by the Commanding Officer of the ship or establishment in which the officer is serving.

## 2273.—Victualling of Army Officers and other Ranks in H.M. Ships and Naval Establishments—Recovery of Cost

(D.N.A. 1068/32.—30.9.1932.)

When troops are victualled in H.M. ships and naval establishments the cost, whenever practicable, is to be claimed from the Paymaster of the Army unit concerned. The date of recovery, or an explanation of the circumstances if reclaim is impracticable, is to be recorded on the Abstract of Victualling.

2. This Order is not applicable to the victualling of troops taking passage to England in H.M. ships which are about to pay off. In such cases the claim for the cost of victualling will be made by the Admiralty.

3. Further, this Order does not apply to the victualling of Army officer students attached to the Fleet, prior to joining or during vacation from the R.N. Staff Colleges, who are covered by the arrangements promulgated in A.F.O. 1308/29.

4. The amount recoverable per man for each day victualled, irrespective of the system of messing, is the appropriate rate of victualling allowance without percentage addition.

(A.F.O. 1308/29.)

## \*2399.—Confined Spaces—Investigation as to the Nature of Gases in

(D. 6819/32.—14.10.1932.)

Investigations have been made as to the cause of a fatal accident which occurred when a workman entered a bulge compartment in one of H.M. ships before the compartment had been ventilated. These investigations appear to show that death was due to suffocation, owing to lack of oxygen in the compartment.

2. It is possible that many fatalities hitherto attributed to carbon monoxide poisoning were really due to lack of oxygen, and in such cases a considerable period might elapse between collapse and actual death. It is therefore of extreme importance that artificial respiration should be persisted in even if the individual is apparently dead on removal from the compartment.

3. Further investigations which have been made as to the composition of air in confined spaces indicate the following :—

- (i) That any paint composition containing linseed oil will, in a confined space, not only give rise to dangerous concentrations of carbon monoxide, but will also, through absorption of oxygen during drying, produce an atmosphere seriously, and in some cases almost completely, deficient in oxygen.
- (ii) That bituminous compositions and bituminous enamel, if free from linseed oil, do not give rise to any appreciable amount of carbon monoxide, nor do they cause any deficiency in oxygen, the same being true of grease paints free from linseed oil. At the same time, care will always be necessary in opening compartments coated with bituminous solutions, owing to the possibility of the presence of residual solvent, particularly naphtha, which is both toxic and inflammable.
- (iii) No carbon monoxide is evolved by mineral oil, but it is pointed out that with oil fuel and similar oils, the question of the presence of inflammable and dangerous hydrocarbon vapours in tanks, etc., would be of more practical importance than the possibility of the presence of carbon monoxide, since the precautions normally taken against these would be equally effective against any carbon monoxide which might also be present.

4. Carbon monoxide gas, besides being poisonous, may be highly explosive, when mixed with air. Care is to be taken that the regulations regarding the use of safety lamps, ventilation of compartments, etc., laid down in Article 520 of the Home Dockyard Regulations, and Article 470 of the Engineering Manual are strictly enforced. It is most important that the instructions contained in Article 470 (b) of Engineering Manual for the ventilation of compartments are complied with before any attempt is made to enter or carry out the safety tests. Attention is also drawn to Article 472 of Engineering Manual regarding apparatus for use in entering compartments containing carbon monoxide.

5. There are three possibilities whereby a respirable atmosphere with a dangerous amount of carbon monoxide could arise, viz. :—

- (i) If only a small area of the compartment had been painted, enough oxygen might be left, and carbon monoxide evolved, to make the original atmosphere dangerous.
- (ii) The compartment may have been left open sufficiently long before sealing, so as to have been partially ventilated after the paint reaction was complete, or nearly complete.
- (iii) Probably the most likely way in which death or symptoms from CO poisoning might be produced is by partial ventilation of a sealed compartment after it had been opened for inspection. The original atmosphere may have been too deficient in oxygen to support life, but owing to the compartment having been open for some time, or partially ventilated before entry, the original atmosphere is diluted with normal air to an extent sufficient for respiration, but not sufficient to reduce the carbon monoxide below a dangerous concentration.

6. The contents of this order are to be brought to the notice of all dockyard workers.

(A.F.O. 1928/33.)

**\*2401.—Messing in Ships Victualled on Standard Ration and Messing Allowance**

(V. 488/32.—14.10.1932.)

Their Lordships have had under consideration the report of the Committee appointed to enquire into the question of messing in H.M. ships victualled on the standard ration and messing allowance system, and Their decisions on the Committee's conclusions and recommendations are promulgated in the following paragraphs for information and necessary action by Commanding Officers and Accountant Officers.

2. The special additions to the standard rates of messing and victualling allowances, recommended by the Committee for certain stations abroad, have been included in the new rates of these allowances. These special additions will be subject to review at least once a year on reports furnished by the Commanders-in-Chief or Senior Officers as to local prices and conditions.

3. The standard ration system must be continued in certain classes of vessels (*see also* paragraph 12).

4. Ships of the Training Squadron for Boys, if instituted, will be messed on the standard ration system.

5. In order that the younger ratings may be better prepared to cope with the conditions of life in a standard ration ship, and with a view to the improvement of the conditions generally, the following arrangements are to be carried out :—

(i) In general mess ships and establishments (including training establishments) a small number of young ratings should be lent for short periods to assist the cook ratings in the preparing rooms, in order that they may acquire some practical knowledge of elementary cookery.

(ii) When practicable, experienced caterers should be detailed to all broadside messes.

(iii) In ships bearing an Accountant Officer the system under which boys are messed by an experienced caterer should be extended to young seamen's and stokers' messes where such messes desire assistance or have difficulty in managing economically.

(iv) In "D" class and other cruisers, where the numbers in certain broadside messes are very small, the setting up of such messes should be reduced to a minimum as being very uneconomical. Where, owing to structural limitations, it is necessary for a small number of men to be detached and form a mess, the possibility of grouping them with another mess for the purpose of catering should be considered.

(v) Consideration is to be given to the following matters which may be of value to the men in improving their standard of messing :—

(a) The giving of all practicable assistance to messes in preparing meals.

(b) The maintenance of stock pots and issue of soup. It is impossible for a unit such as a single small standard ration mess to maintain a stock pot, and so provide soup, but, if the whole ship's company or a number of messes will "come in," it should be possible to arrange for the issue of good soups at a very small cost. Demands for any additional cooking utensils required will be favourably considered.

(c) Arrangements for saving of fat and dripping for use in frying. The cook staff should work in conjunction with the messes with a view to saving expense to the latter.

(d) Where complements admit and local conditions make it desirable, the possible utilisation of the bakery for making cakes, currant bread, etc., on a relatively large and economical scale, if sufficient messes desire them.

(vi) In all ships messed on the standard ration system (particularly destroyers and other small craft), Their Lordships consider it very desirable that an officer, preferably a volunteer, should undertake the duty of advising mess caterers on the costing of menus and of enlisting co-operation between mess caterers themselves.

6. In ships below cruisers, Commanding and Executive Officers should give special attention to—

- (i) The efficiency of the Canteen on board, and the capability of the Manager.
- (ii) The provision of adequate and sufficiently frequent facilities for obtaining provisions on repayment (*see also* para. 9).
- (iii) The necessity for the proper regulation of rotation of issues of fresh meat to ensure that the various parts—roasts, boiling, and stewing pieces, etc.—are fairly distributed. A record of such issues should be kept.

7. The following items of provisions, at present supplied through the victualling yards to general mess ships only, will, in future, be made available also for standard ration ships for issue on repayment :—

Tinned sausages.  
 „ sardines.  
 „ herrings in tomato sauce.  
 „ tomatoes.  
 Golden syrup.  
 Sultanas.

Stocks of these articles for issue to standard ration ships will be available at all victualling yards about 1st November, 1932, and demands may be lodged accordingly.

8. The following provisions will be made available for issue on repayment in surveying ships employed on tropical stations (including the Red Sea) on occasions when these vessels are absent from a port for an extended period and the Commander-in-Chief or Senior Officer approves :—

Tinned fruits.  
 Tinned bacon.  
 Tinned baked beans.

9. Fresh vegetables (besides potatoes) may be issued, where available, as part of the standard ration. The possible extension of the present system of vegetable contracts abroad is under consideration, but, at ports where no contracts for vegetables other than potatoes exist, purchases of any suitable fresh vegetables that may be available may be made, either for issue as part of the ration, or on repayment, if this course seems more desirable in the men's interest. Such purchases should, as a general rule, be regulated by the articles being available at a reasonable price, having regard to local circumstances. Where fresh green vegetables are not available, or can only be obtained at prohibitive prices, messes are to be allowed to take up the standard ration of vegetables in the form of  $\frac{1}{2}$  lb. of potatoes and 2 oz. of haricot beans or marrowfat peas, if they so desire.

10. The question of the supply of tinned vegetables, for issue as part of the standard ration when fresh vegetables other than potatoes are not available, in ships employed as follows, will be investigated :—

- (a) On the West Coast of Africa.
- (b) In the Persian Gulf.
- (c) In the Red Sea.
- (d) On surveying duties in these and similar areas.

11. On most stations fruits of local origin are available at reasonable prices, and their introduction into the dietary as substitutes for such items as may appropriately be omitted should be considered. Under conditions of special difficulty, *e.g.*, in sloops in the Red Sea and Persian Gulf, an allowance of fresh or tinned fruits is already made by the Admiralty, and any other cases of real hardship will continue to be dealt with on similar lines.

12. The possibility of the introduction of general messing into ships of the "Queen Elizabeth" class and "D" and "Carlisle" class cruisers has received the consideration of Their Lordships. Having regard to the improvement of conditions in standard ration ships which are expected to result from the foregoing decisions, the alterations in messing rates and to the considerable cost of the necessary structural alterations, they have decided that the conversion of these ships to general messing cannot be approved at present.

(A.F.O. 1872/34.)

**\*2618.—Entertainments in Naval Establishments**

(N. 4324/32.—11.11.1932.)

Their Lordships have decided that the use of naval establishments at Home for entertainments such as dances, whist drives, concerts, etc., which are advertised publicly and for which an entrance fee is charged, is undesirable on account of the injustice thereby caused to professional entertainment caterers.

2. The holding of such entertainments should therefore be discontinued.

3. This Order does not prevent approval being given to entertainments which are held by invitation and are not publicly advertised, or to entertainments held solely with the object of raising funds for a charity.

**2658.—Fleet Air Arm—Deck Landing Training**

(C.W. 9864/32.—18.11.1932.)

*(This reprint embodies A.F.O. 1210/35.)*

The following instructions, which have been agreed between the Admiralty and the Air Ministry, are issued regarding:—

*INITIAL* deck landing training.

*REFRESHER* deck landing training.

*CONVERSION* deck landing training.

*NIGHT* deck landing training.

2. *INITIAL Deck Landing Training.*—

- (i) Training should only be carried out under good weather conditions, and in the vicinity of a shore aerodrome, so that if the Commanding Officer of the carrier is not satisfied with the accuracy shown by a pilot, he can be ordered to return to base.
- (ii) A pilot is not to be allowed to attempt a solo landing until he has passed out satisfactorily in a dual control instructional aircraft, embarked for that purpose.
- (iii) Before actually making a landing, a pilot should do a series of approaches, flying low over the deck, but not landing. He will continue to do this until the Commanding Officer is satisfied that he is reasonably accurate, when the affirmative flag will be shown and the pilot may then land on.
- (iv) The number of landings considered necessary to qualify a pilot in deck landing is left to the discretion of the Commanding Officer of the carrier, but this should never be less than four.
- (v) When an officer undergoes his deck landing training afloat, and qualifies or fails as a deck landing pilot, the fact is to be reported on R.A.F. Form 424.

3. *REFRESHER Deck Landing Training.*—If for any reason a Fleet Air Arm pilot, R.A.F. or R.N. has been absent from full flying duties in the Fleet Air Arm or has been serving in a floatplane flight for a period of three months or over, or has not deck landed for six months, the following arrangements for him to receive refresher deck landing training are to be made before he deck lands on a carrier. This will also apply to an R.A.F. officer who, after completion of initial deck landing training, has remained in his parent unit for three months or over before he is selected for posting to a Fleet Air Arm flight.

- (a) He is to be given supervised *aerodrome* dummy deck landing training. If in home waters, this will be given by "C" Flight, R.A.F. Base, Gosport. If abroad, it may be necessary to wait until a suitable Fleet Air Arm flight is disembarked.

- (b) The Commanding Officer of the base will, in all cases of Fleet Air Arm pilots carrying out refresher deck landing training, exercise great care before reporting that a pilot is ready to attempt deck landing. Should the length of absence from the duties of deck landing, previous accident or any other cause make it appear desirable that the full *initial* deck landing training outlined in paragraph 2 above should be given, the Commanding Officer of the base should report accordingly.
- (c) The Commanding Officer of a carrier will ensure that all pilots, on completion of their refresher deck landing training, carry out the procedure outlined in paragraph 2 (iii) above before they actually land on deck.

4. *CONVERSION Deck Landing Training.*—A pilot having converted to a new type of aircraft (*vide* paragraph 804 of K.R. and A.C.I.) will, before landing it on the deck of a carrier, receive refresher deck landing training, as in paragraph 3 above.

5. *NIGHT Deck Landing Training.*—

- (a) Fleet Air Arm pilots will be trained in night deck landing as opportunity offers.

Pilots should not in normal circumstances be permitted to commence their night deck landing training until they have completed:—

- (i) 50 day deck landings;
- (ii) 20 night landings at a shore base;
- (iii) 40 hours day or night flying in the type of aircraft to be night landed.

Discretion will, however, be allowed to Commanding Officers of aircraft carriers in deciding whether the above experience is essential in the case of pilots whom they consider otherwise capable of carrying out night deck landing with safety.

- (b) The Commanding Officer of the shore base will ensure that each pilot is accurate in his night landings on the aerodrome before reporting to the Commanding Officer of the carrier that he is fit to commence night deck landing training.
- (c) When pilots are being trained in night deck landing, the carrier should be in the vicinity of a shore aerodrome, weather conditions should be good, with an easily visible horizon.
- (d) Commanding Officers of carriers should make the necessary arrangements to give pilots who have been off night deck landing for lengthy periods, some night landings at an R.A.F. base, prior to landing on a carrier.
- (e) If a second destroyer is available, she should be stationed 40° on the port bow of the carrier. This will give some assistance to aircraft taking off the deck, but is of no practical value when aircraft are making their approach to land on.
- (f) Advantage should be taken of the instrument flying courses at certain shore bases, which greatly increase the accuracy of pilots when night flying.

2851. }  
2947. } *Issued Confidentially.*

## 1933

**5.—Colonial Allowance—Payment whilst in Hospital,  
on Leave, or on Detached Duty**

(C.W. 9777/32.—6.1.1933.)

Officers who are in receipt of Colonial Allowance may be permitted to retain the allowance during short periods of absence from their normal place of duty, when admitted to hospital or on detached duty or leave, for a period not exceeding 30 days provided that, if not in occupation of official quarters, they retain and pay for their lodgings.

2. In special circumstances where an officer is absent, otherwise than on leave, for a period exceeding 30 days and the Commander-in-Chief is satisfied that the expenses incurred at his normal place of duty necessarily continue during his absence, Colonial Allowance may be paid for a further period of 2 months, *i.e.*, up to 91 days in all, either at the full rate or at a reduced rate appropriate to the circumstances at the discretion of the Commander-in-Chief.

3. Any payment of Colonial Allowance beyond 30 days is to be supported by an explanatory statement on Form S.14.

(A.F.O. 592/33.)

**150.—Issued Confidentially.****267.—Regulating Branch—Transfers.**

(N. 1/33.—3.2.1933.)

With reference to Appendix XVII, Part I, No. 122, King's Regulations and Admiralty Instructions, it has been decided as a temporary measure to allow Acting Petty Officers or equivalent ratings to transfer to Acting Regulating Petty Officer, if eligible in other respects.

(K.R. and A.I., App. XVII, Part I, No. 122.)

**381.—Aircraft, Service—Passenger Flights in**

(C.W. 1266/33.—17.2.1933.)

(This reprint embodies A.F.O. 2401/34.)

Their Lordships desire that every encouragement should be given to officers and men of all branches to obtain experience of flying, where it is clear that such experience may be of benefit to the Service, and with this object in view certain arrangements have been made with the Air Council.

2. Commanders-in-Chief and Senior Naval Officers may accordingly authorise flights in Service aircraft for any officer or rating under their command with the exception of cadets or boys in training establishments. Where the Commander-in-Chief or Senior Naval Officer has no aircraft under his control or available, arrangements for such flights may be made with the appropriate R.A.F. authority; these arrangements, however, are to be at the convenience and discretion of the latter, and no expectation is held out that such flights can be given to large numbers.

3. The Commander-in-Chief or Senior Naval Officer is to satisfy himself that the experience gained will be of benefit to the Service before authorising each flight. Any officer or rating thus authorised to fly must be on duty at the time, *i.e.*, not on leave, and the flight is not to be undertaken for amusement or convenience.

4. Officers and ratings proceeding to R.A.F. stations for such flights are to have certificates signed by their Commanding Officers, stating that they are required to fly.

5. These instructions do not apply to—

- (a) Officers holding R.A.F. commissions.
- (b) Observer Officers.
- (c) Telegraphist Air Gunners.
- (d) Naval ratings borne in lieu of airmen (A.C.H. general duties).
- (e) Naval ratings detailed additional as aircraft crew in ships other than carriers.
- (f) Other officers and men ordered to make casual flights under King's Regulations and Admiralty Instructions, Article 35b.
- (g) Shipwright Officers, Engine Room Artificers and Ordnance Artificers whilst undergoing courses of instruction in the repair and maintenance of aircraft at R.A.F. establishments.

Special authority of the Commander-in-Chief or Senior Naval Officer is not required for flying carried out by personnel in these categories.

6. In the event of Naval or Royal Marine personnel being killed or injured as a result of an accident while embarked during an authorised flight, retired pay, pensions, etc., will be awarded under the regulations governing cases of injury, etc., attributable to the Service. These awards will not be made in the event of accidents occurring during unauthorised flights.

#### 442.—*Issued Confidentially.*

### 448.—**Dangerous Drugs Act and Dangerous Drugs (Consolidation) Regulations, 1928**

(N.L. 3711/31.—24.2.1933.)

The following orders are issued in order to observe as far as possible in H.M. ships and Naval Establishments the precautions prescribed by the Regulations made under the Dangerous Drugs Acts with regard to the provision and distribution of—

- (a) raw opium, coca leaves and Indian hemp, and
- (b) Morphine, cocaine, eegonine diamorphine (heroin), acetyldihydrocodeinone (acedicone) and their respective salts, medicinal opium, and any extract or tincture of Indian hemp, and any preparation, admixture, extract or other substance containing any preparation of diamorphine, or containing not less than one-fifth per cent. of morphine (the morphine to be calculated as anhydrous morphine) or one-tenth per cent. of cocaine or eegonine, or any proportion of acetyldihydrocodeinone.

#### SECTION A.

*Naval Establishments at home and abroad, including Hospitals, Sick Quarters, R.M. Infirmaries, Dockyard Surgeries, and R.N. Barracks at Portsmouth, Chatham, and Devonport, and Hospital Ships.*

1. Supplies of the above-named drugs are to be received by, and kept in the charge of, a fully qualified Pharmacist, or, in those Establishments where no Pharmacist is employed, in the charge of a Medical Officer. The usual records are to be kept in Accounts M.7 and M.57 of all receipts and issues.

2. Stock preparations required to be kept in a ward or special department and the supply of requisition forms (M.236) are to be retained in a locked cupboard, the key of which is to be kept in the possession of the Medical Officer, or Sister, or Sick Berth Rating, in charge of the ward, and issues are only to be made in accordance with the directions of a Medical Officer.

3. Medicines containing these drugs supplied for individual patients on prescriptions written on the Prescription Ticket (M.40 H.S.) are to be kept in a locked cupboard in the ward in a similar manner.

4. Supplies of Stock Prescriptions will only be replenished at the Dispensary by a requisition in duplicate on the special forms M.236 signed by a Medical Officer, which requisition is to be countersigned by the Pharmacist when the issue is made.



5. A record of all such supplies furnished to wards or departments is to be made by the Pharmacist on Form M.237, separate forms, or sections of a form, being used for each class of drug, and the Pharmacist is to retain and file the duplicate copies of the requisitions. Form M.237 is to be kept in the Dispensary.

6. Medicines for individual patients are to be prescribed on the Prescription Ticket (M.40 H.S.), each prescription specifying the actual quantity of the drug required. Each prescription or "repeat" is to be signed or initialled by the Medical Officer. If a Medical Officer gives a prescription for one of these drugs for his own use, the supply is always to be recorded in the proper forms.

7. The Pharmacist will initial and date each prescription and "repeat", when the medicine is issued, and will keep a record in the Dispensary, on Form M.238, of all such issues, separate forms or separate sections of one form being used for each class of drug.

8. Medicines supplied to out-patients (including residents treated in their quarters and Greenwich Hospital Pensioners) are to be entered in the respective Prescription Books and the same rules observed and records kept as if they were prescribed on a Prescription Ticket.

9. In the case both of the wards and of the out-patients' department, a fresh prescription must be issued each time a preparation is made up for the use of a patient, but for repeat orders this may be in the form of a direction (initialled by the Medical Officer) to repeat the previous prescription (*e.g.*, "Rep. Mist.").

10. Prescriptions for particular preparations may be given by reference to the name by which they are known in the establishment.

11. Preparations and prescriptions for local dental treatment requisitioned by Dental Surgeons are to be dealt with and recorded in the same way as the above.

12. The administration of these drugs by, or under the direct personal supervision of, a Medical Officer or Dental Officer shall not be deemed to be supplying the drug within the meaning of the Dangerous Drugs Acts, 1920. Such administration, however, does not obviate the necessity for complying with the existing regulation that all medicines administered to patients shall be recorded on the Prescription Ticket (Art. 147, Instructions for Naval Hospitals, Home).

13. The attention of all ranks is particularly drawn to the fact that these drugs are supplied for strictly medical and dental needs only, and that severe disciplinary measures will follow if it appears that they are being issued for any other purpose, or that anyone is attempting to obtain them without proper authority.

14. The above regulations do not apply to the following preparations:—

Cereoli Iodoformi et Morphinæ, B.P.C.	Pil. Hydrarg. c. Cret. et Opii, B.P.C.
Emp. Opii, B.P., 1898.	Pulv. Cretæ Aromat. c. Opio, B.P.
Lin. Opii, B.P.	Pulv. Ipecac. Co., B.P. (Dover's Powder).
Lin. Opii Ammon., B.P.C.	Pulv. Kino Co., B.P.
Pasta Arsenicalis, B.P.C.	Suppos. Plumbi Co., B.P.
Pil. Hydrarg. c. Opio, B.P.C.	Tablettæ Plumbi c. Opio, B.P.C.
Pil. Ipecac. c. Scilla, B.P.	Ung. Gallæ c. Opio, B.P.
Pil. Plumbi c. Opio, B.P.	Ung. Gallæ Co., B.P.C.
Pil. Digitalis et Opii Co., B.P.C.	

15. All Prescription Tickets and all forms containing requisitions for, or records of the use of, one of these drugs, shall be preserved for not less than two years from the date of the prescription or of the last entry in the form as the case may be.

16. It must be understood by Naval Medical and Dental Officers that in the event of their writing a prescription to be made up by civilian Pharmacists on shore, the regulations made under the Dangerous Drugs Acts apply in full.

## SECTION B.

*Service Afloat.*

1. All supplies of (a) raw opium, coca leaves and Indian hemp, and (b) morphine, cocaine, ecgonine, diamorphine (heroin) and their respective salts, medicinal opium, and any extract or tincture of Indian hemp, and any preparation, admixture, extract or other substance containing any preparation of diamorphine, or containing not less than one-fifth per cent. of morphine (the morphine to be calculated as anhydrous morphine) or one-tenth per cent. of cocaine or ecgonine.

2. These drugs are to be kept in the poison cupboard of the usual Service pattern.

3. A record is to be kept on the form provided (M.177A) of all supplies to patients of these drugs and their preparations in which the following particulars are to be noted:—

Date of Issue.	Name of Patient.	Rank or Rating.	Ship.	Name, quantity and strength of drug.	Signature of M.O.
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4. The record is to be divided into five sections devoted respectively to:—

(a) Cocaine and Ecgonine	} and substances containing these in the strengths shown in paragraph 1.
(b) Morphine	
(c) Diamorphine	
(d) Medicinal Opium	
(e) Tincture or Extract of Indian Hemp	

Form M.177A must invariably be rendered and should be securely attached to Form M.177 and accompany that form into office. The expenditure of dangerous drugs shown in these forms must agree. In the event of the printed forms not being available, manuscript forms are to be rendered.

5. These regulations do not prohibit a Medical Officer in an isolated position administering one of these drugs to himself for a proper medicinal purpose, but a record of such administration must be made on Form M.177A.

6. The attention of all ranks is particularly drawn to the fact that these drugs are supplied for strictly medical and dental needs only, and that severe disciplinary measures will follow if it appears that they are being issued for any other purpose or that anyone is attempting to obtain them without proper authority.

7. The Dangerous Drugs (Consolidation) Regulations, 1928, apply to the following drugs and preparations in the old Service Afloat Scales:—

Liquor Morphinae Hydrochlor. containing 0.75 per cent. anhydrous Morphine.

Solution of Morphine Sulphate (Hypodermic) containing 0.975 per cent. anhydrous Morphine.

Opii Pulvis (Tabellæ) containing 10.00 per cent. anhydrous Morphine.

Pil. Saponis Co. containing 2.00 per cent. anhydrous Morphine.

Tinct. Opii containing 1.00 per cent. anhydrous Morphine.

Cocainæ Hydrochlor.

Hypodermic Tabellæ Cocainæ Hydrochlor.

„ „ Cocainæ Hydrochlor. et Adrenalin.

„ „ Morphinae Sulphatis.

„ „ Morphinae Sulph. c. Atropin Sulph.

Ophthalmic Tabellæ Cocainæ Hydrochlor.

The following contain Morphine, but are not affected by the provisions of the Dangerous Drugs Acts:—

Chlorodyne (Tr. Chlorof. et Morphinae, B.P.1885).

Tinct. Camph. Co.

Pulv. Cretæ Aromat. c. Opio (Tab.).

Pulv. Ipecac. c. Opio (Tab.).

Pil. Plumbi c. Opio.

Unguentum Gallæ c. Opio.

8. The Dangerous Drugs (Consolidation) Regulations, 1928, apply to the following drugs and preparations in the new (1929) Service Afloat Scales:—

Cocaine Hydrochloride.

Hypodermic Ampoules of Morphine Sulphate.

„ „ „ „ Morph. Sulph. et Atropine Sulph.

Liquor Morphinae Hydrochlor. containing 0.75 per cent. of anhydrous Morphine.

Solution of Morphine Sulphate (Hypodermic) containing 0.975 per cent. of anhydrous Morphine.

Ophthalmic Tabellæ Cocainæ Hydrochlor.

Tinct. Opii containing 1.00 per cent. of anhydrous Morphine.

Morphine Lamellæ (in vessels not carrying a Medical Officer these are to be kept in the personal charge of the Commanding Officer, *see* paragraph 9).

The following contain Morphine, but *are not affected* by the Dangerous Drugs Acts:—

Chlorodyne (Tr. Chlorof. et Morphinae, B.P.1885).

Pulv. Ipecac. c. Opio Tabellæ.

Mist. Cretæ c. Kino Co. Tabellæ.

Mist. Pectoralis Conc.

Mist. Glycyrrhizæ Tabellæ (Cough Tablets).

9. In H.M. Ships, Royal Fleet Auxiliaries, and Merchant Ships attached to the Navy temporarily, not carrying a Medical Officer, the Officer in Command of the ship shall be deemed to be a person authorised to be in possession of these drugs, so far as it is necessary to comply with the requirements of the Naval Service or of the Merchant Shipping Acts, and it shall be lawful for him, subject to any condition prescribed by the Secretary of State to administer and supply these drugs to any member of the crew in accordance with instructions prepared and sanctioned in the Naval Service by the Board of Admiralty or in the Merchant Service by the Board of Trade.

The keeping of a record of the use of these drugs in Ship's Log shall be deemed to be in compliance with the requirements of these regulations as to the keeping of records.

10. Forms M.177 and M.177A, containing records of the receipts and issues of these drugs, shall be preserved for not less than two years from the date of the prescription or of the last entry in the form, as the case may be.

11. It must be understood by Naval Medical and Dental Officers that in the event of their writing prescriptions to be made up by civilian Pharmacists on shore, the regulations made under the Dangerous Drugs Acts apply in full.

12. *Special Authorisation*.—Cocaine in Castor Oil may be issued as part of the first-aid outfit to factories and workshops of H.M. Establishments, for treatment of injury to the eyes, the preparation consisting of not more than 1 part of Cocaine in 200 of Castor Oil, with not less than 1 part in 3,000 of mercuric chloride.

### 501.—Gun Mountings—Lieutenants (E) Appointed for Special Service

(C.W. 1373/33.—3.3.1933.)

In pursuance of the general policy for co-operation between the Gunnery Officer and Engineer Officer, and for provision of a body of Engineer Officers familiar with hydraulic gun machinery, as given in King's Regulations and Admiralty Instructions, Articles 1300 and 1301, clause 4, junior Engineer Officers are appointed from time to time for duty under the Gun Mounting Engineer Overseers at Barrow and Elswick, and for special duty in "Nelson," "Rodney," and certain other ships of recent construction to obtain experience with this type of machinery under construction and under conditions of actual service.

2. Where an Engineer Officer carries out this study, the fact is to be noted under (i) on Form S.206 (Confidential Report on Officers), and the dates shown between which the duty was carried out. So far as practicable, officers to fill the posts of Engineer Inspectors and Gun Mounting Overseers in Naval Ordnance Department, also Assistants to Engineer Managers for charge of gun mountings and sighting gear, will be selected from Engineer Officers who have studied hydraulic gun machinery at sea in accordance with Article 1301, clause 4. If the officer is considered suitable for appointment to one of these posts, a notation should be made under (j) on Form S.206.

3. It is not the intention that these Engineer Officers should in any way relieve the Warrant Ordnance Officer of the ship of his duties and responsibilities, as laid down in King's Regulations and Admiralty Instructions, Article 1508. Their mechanical and engineering knowledge should, however, be utilised in an advisory capacity by the Gunnery Officer, and every facility should be given them to become acquainted thoroughly with the gun mounting machinery (including director and fire control installations), and the conditions under which it is operated on service.

4. These officers should also be regarded as being available for watch-keeping and general duty in the engine room department, subject to the principal object of their appointment not being prejudiced thereby.

### **\*592.—Colonial Allowances for Officers Serving on Shore Abroad—REPORTS**

(C.W. 2016/33.—10.3.1933.)

Revised rates of colonial allowances as shown below have been approved, with effect from 1st April, 1930 (except where otherwise stated), for officers serving on shore at the stations indicated who are not provided with service victualling:—

2. (i) <i>Bermuda</i> —	<i>Per annum.</i>
Officers in quarters—	£
Captains, R.M., and officers of the ranks, or equivalent, of Lieutenant-Commander and above	220
Officers of the ranks, or equivalent, of Lieutenant and Sub-Lieutenant, R.N. ... ..	180
Commissioned Officers from Warrant rank and Warrant Officers ... ..	140
Officers without quarters may receive, in addition to the foregoing, a sum equal to half the excess of their rent over their lodging allowance.	
Officers accommodated and victualled in H.M.S. "Malabar."—Colonial Allowance may be paid as follows with effect from 1st April, 1932:—	

	<i>Per annum.</i>
Captains, R.M., and officers of the ranks, or equivalent, of Lieutenant-Commander and above (except the Captain in Charge) ... ..	£ 70
Officers of the ranks, or equivalent, of Lieutenant and Sub-Lieutenant, R.N. ... ..	60
Commissioned Officers from Warrant rank and Warrant Officers ... ..	50

#### (ii) *Colombo*—

Officers in quarters—	
Captains, R.M., and officers of the ranks, or equivalent, of Lieutenant-Commander and above	250
Officers of the ranks, or equivalent, of Lieutenant and Sub-Lieutenant, R.N. ... ..	200
Commissioned Officers from Warrant rank and Warrant Officers ... ..	160

	<i>Per annum.</i>
Officers without quarters—	£
Captains, R.M., and officers of the ranks, or equivalent, of Lieutenant-Commander and above	500
Officers of the ranks, or equivalent, of Lieutenant and Sub-Lieutenant, R.N. ... ..	400
Commissioned Officers from Warrant rank and Warrant Officers ... ..	320
Servant allowance is not to be paid in addition except to those officers who are entitled thereto under the provisions of Appendix V, King's Regulations and Admiralty Instructions, and any payments of servant allowance made to officers since 1st April, 1930, who are not so entitled are to be taken into account in calculating arrears of new colonial allowances. Over-payments of allowances to officers in quarters from the time of their entry into quarters are to be set off against the increase in their allowances for the period prior to entry into quarters.	
(iii) <i>Singapore</i> —	<i>Per annum.</i>
Officers in quarters—	£
Captains, R.M., and officers of the ranks, or equivalent, of Lieutenant-Commander and above	400
Officers of the ranks, or equivalent, of Lieutenant and Sub-Lieutenant, R.N. ... ..	300
Commissioned Officers from Warrant rank and Warrant Officers ... ..	250
Officers without quarters—	
Captains, R.M., and officers of the ranks, or equivalent, of Lieutenant-Commander and above	600
Officers of the ranks, or equivalent, of Lieutenant and Sub-Lieutenant, R.N. ... ..	450
Officer-in-Charge, Seletar W/T station ... ..	250
<i>(In this case the proviso as regards service victualling does not apply.)</i>	

3. The rates and conditions of payment of colonial allowance at present authorised for the following stations are to be continued:—

Aden.	Hong Kong.
Abadan.	Matara.
Bombay.	Shanghai.
Hankow.	Wei-hai-Wei.

4. The following rates of Colonial Allowances have been approved for officers serving on shore on the Africa Station, with effect from 1st April, 1931:—

<i>Rank or Equivalent Rank.</i>		<i>Per annum.</i>
<i>Officers with Quarters.</i>		£
Captains, R.N. ... ..		20
Commanders, R.N. ... ..		20
Lieutenant-Commanders, R.N., and Captains, R.M. ...		20
Lieutenants, R.N. ... ..		15
Sub-Lieutenants, R.N. ... ..		15
Commissioned Officers from Warrant Rank and Warrant Officers, R.N. ... ..		10
<i>Officers without Quarters.</i>		
Captains, R.N. ... ..		60
Commanders, R.N. ... ..		50
Lieutenant-Commanders, R.N., and Captains, R.M. ...		50
Lieutenants, R.N. ... ..		45
Sub-Lieutenants, R.N. ... ..		45
Commissioned Officers from Warrant Rank and Warrant Officers ... ..		35

### 5. General.

(i) Provision allowance (*except in the case of the Officer-in-Charge, Seletar W/T station*), and, where issuable, lodging and servant allowances may be paid in addition to the new rates of colonial allowance. Local duty travelling expenses may also be granted.

(ii) The detailed reports on the cost of living called for in 1923 are no longer required, except as regards Abadan and the China Station (other than Singapore), but reports are to be forwarded to reach the Admiralty in January each year indicating changes, if any, in the local cost of living.

(iii) It is the intention that the rates of colonial allowance authorised in paragraph 2 above will remain operative until 1st April, 1934, unless any material change in local conditions occurs in the meantime.

(iv) The practice of making minor adjustments in rates of colonial allowance to compensate for fluctuations in the rate of provision allowance will cease.

(v) Reports are to be rendered to the Director of Navy Accounts as early as practicable showing details of the amounts credited to officers still serving on the station as arrears of the new rates of allowances, together with details of any sums due to officers who have left the station. Payment of the latter will be made by the Director of Navy Accounts.

(A.F.O. 5/33.)

## 688.—Fleet Air Arm—Training of Units—Responsibility and Returns of Practices

(C.W. 11217/32.—24.3.1933.)

The following arrangements have been made in regard to the training of Fleet Air Arm units:—

2. *Training.*—(i) Fleet Air Arm units will be trained in accordance with the syllabus of instruction issued from time to time by the Admiralty, after consultation with the Air Ministry.

(ii) The responsibility for the training of embarked Fleet Air Arm units rests with the Commanding Officers of H.M. ships in which the aircraft are carried, who are responsible through the Flag or Senior Officers of Squadrons (where applicable) to the Commander-in-Chief.

(iii) The responsibility for the training of disembarked units rests with the Air Officer Commanding, Coastal Command, the Air Officer Commanding, Royal Air Force, Mediterranean, or other appropriate Royal Air Force authority, who will be responsible that the type of training required by the Commander-in-Chief is carried out.

3. *Returns.*—(i) *From embarked units.*—To be rendered in duplicate by the Commanding Officer of the carrier or other H.M. ship concerned to the Commander-in-Chief or Senior Officer of the station, who will transmit one copy to the Admiralty and one to the Air Officer Commanding, Coastal Command, Air Officer Commanding, Royal Air Force, Mediterranean, or other appropriate Royal Air Force authority.

(ii) *From disembarked units.*—To be rendered in triplicate through Royal Air Force Channels to the Air Officer Commanding, Coastal Command, Air Officer Commanding, Royal Air Force, Mediterranean, or other appropriate Royal Air Force authority, who will transmit one copy to the Commander-in-Chief or Senior Officer of the station for transmission to the Admiralty, the third copy being sent to the Commanding Officer of the carrier or other H.M. ship concerned.

4. A unit disembarking to or embarking from an Air Station is to be accompanied by a statement of exercises carried out since last return rendered, addressed to the Commanding Officer of the Air Station or carrier. When a unit disembarks, details of the training desired are to be communicated by the Commanding Officer of the ship concerned to the appropriate Air Officer Commanding as soon as possible, by signal or in writing.

700. { **Military Rifle Ranges—Use by Royal Navy and Royal Marines—REPORT**  
**Naval Rifle Ranges—Use by Army, R.A.F., or other Personnel—REPORT**

(E./D.N.A. 189/32.—24.3.1933.)

Where use is made by the Royal Navy or Royal Marines of Military rifle ranges, charges are made by the War Office on the basis of the cost per 100 rounds fired.

2. Payment to the War Office in respect of such user will be made annually by the Admiralty and in order that the amounts claimed may be verified, reports covering each financial year, showing in detail the units using the ranges and the daily number of rounds fired, are to be rendered to the Director of Navy Accounts (Branch 7) by Flag and Commanding Officers arranging courses on military ranges, as soon as possible after 31st March, in each year.

3. Similarly charges will be made by the Admiralty against the service concerned in the event of rifle ranges administered by the Royal Navy being used by Army, R.A.F., or other personnel. So that the necessary claims may be preferred, annual reports of such user are to be forwarded to the Director of Navy Accounts (Branch 7) as soon as possible after 31st March of each year by the officers responsible for the administration of the ranges showing:—

- (a) The dates on which the ranges were used,
- (b) The name or description of the unit using the ranges, and
- (c) The number of rounds used.

Any further particulars which may be considered to be relevant to this purpose should be embodied in the reports.

### 915.—Special Service Ordinary Seamen—Training

(N. 623.—13.4.1933.)

In view of the limited scope of the instruction given in the dépôts to Special Service Ordinary Seamen as compared with the training received by Continuous Service ratings, attention is drawn to Appendix XVII, part 2, paragraph 3, of the King's Regulations and Admiralty Instructions, concerning the training of Special Service Seamen, and to the necessity of giving them as much practical instruction and supervision as possible during their sea training.

(K.R. and A.I., App. XVII, Part 2.)

### \*920.—Vocational Training—Revised List of Series “A” Courses

(N./D.P.S. 36/33/P.—13.4.1933.)

The following is a complete list of Series “A” courses, *i.e.*, those approved to be conducted by local Vocational Training Committees. (Series “B” comprises those held by municipal technical schools or the international correspondence schools.)

Detailed syllabi have not been included, as conditions vary at the different ports, and some courses are only available at certain centres.

Information regarding all courses available at each centre, their length, fees charged, etc., is communicated as requisite by local committees to ships and establishments concerned.

## I

*Handyman Course*

This consists of training in subjects of a general nature which, while acceptable and attractive to men, will increase the extent of their usefulness to employers, and will, in addition, aid the men themselves in the upkeep of their own homes.

The instructions given includes painting, paperhanging, general house decorating, plumbing and tinkering, carpentry (including general house joinery), bricklaying and plastering.

On the Mediterranean Station, separate courses are available in carpentry, house decorating and painting, plumbing or bricklaying.

Men eligible ... Ratings of any Branch, but the course is primarily intended for the ordinary unskilled Naval rating or Royal Marine.

## II

*Central Heating Course*

This includes construction and working of central heating plants, and may be given as a separate course or taken in conjunction with the Handyman Course.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

## III

*Bricklaying and Plastering Course*

This gives the necessary training required to enable a man to enter the building trade as a bricklayer's improver.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

## IV

*Handyman about the Estate Course*

This comprises instruction in poultry, pig and bee keeping, care of horses, dogs and other animals and birds, stable work, care of gardens, hot houses, lawns and sports grounds.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

*Note.*—This course is only held at Portsmouth.

## V

*Pig and Poultry Farming Course*

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

## VI

*Gardening Course*

This includes fruit, flower and vegetable growing, and use of glass-houses.

Its object is to help men to make the best of their own allotments and gardens and increase their usefulness to employers.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

## VII

*Motoring Course*

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

*Note.*—At Portsmouth, this course is held at the Royal Naval Benevolent Trust's School of Motoring, and is under the control of the Royal Naval Benevolent Trust.



## VIII

*Country House Lighting Course*

This includes instruction in the care and running of a country house electric lighting plant and of electrical bell and house telephone installations, and may be given as a separate course, or included in the Handyman or Motoring Courses if desired.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

## IX

*Cinema Operator's Course*

This includes instruction in machine and electrical equipment, running films, projection, care and operation of sound film apparatus, safety arrangements in case of fire, re-winding and repairing of films.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

## X

*Butler and Valeting Course*

This includes instruction in house and scullery work ; boots ; care and cleaning of silver and glass ; care of clothes ; pressing and cleaning ; cabin and bed-making ; packing luggage ; laying of tables ; waiting, serving of wines, folding serviettes, and general glossary of terms.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

## XI

*Barbering Course*

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

## XII

*Boot Repairing Course*

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

Instruction in bootmaking is also given at some centres.

## XIII

*Tailoring Course*

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

## XIV

*Commercial Courses*

These include instruction in book-keeping, shorthand, typewriting, etc.

Men eligible ... Ratings of any branch, preference being given to unskilled or semi-skilled ratings.

## XV

*Foreign Languages Courses*

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

## XVI

*Course for Certificate of Efficiency as Lifeboatman*

This is to prepare candidates for the Board of Trade examination for the certificate of efficiency as Lifeboatman, and includes instruction regarding the fittings and equipment of a Merchant Service Lifeboat as required by the Board of Trade.

Men eligible ... Ratings of any Branch, preference being given to unskilled or semi-skilled ratings.

## XVII

*Rigger's Course*

This includes all forms of rigging work, docking ships, staging, etc., to qualify a man for employment as Rigger's Labourer.

Men eligible ... Ratings of Seamen Branch and pensioners under 42.

## XVIII

*Elementary Cookery Course*

Men eligible ... Ratings of any Branch (other than cooks), preference being given to unskilled or semi-skilled ratings.

Additional practical experience, without extra charge, can be obtained by men undergoing this course by working in galleys.

## XIX

*Food and Cookery Course*

This qualifies a rating for the Board of Trade Certificate of competency in cooking (see Section 27 of the Merchant Shipping Act).

Men eligible ... All Cook ratings.

## XX

*Canteen Work Course*

This is conducted by the Navy, Army and Air Force Institutes, and forms a good training for any retail trade, especially grocery.

Men eligible ... Primarily for members of Writer, Supply and Regulating Branches and Officers' Stewards (C.S.). Local vocational training committees may permit ratings of other Branches to undergo this Course where they are satisfied that real benefit will be conferred on the rating concerned.

## XXI

*Physical and Recreational Training Course*

This includes instruction in teaching, organising and judging all games, athletics, swimming, gymnastics, and physical drill.

Men eligible ... C.P.Os., P.Os., Leading Rates of all Branches and N.C. Officers, Royal Marines (preference being given to unskilled or semi-skilled ratings), who are medically fit to undergo the course and are recommended by their Commanding Officers. In making recommendations, Commanding Officers should bear in mind the type of man required. He should be athletically inclined, well built, physically fit, still active and not running to fat, and have good power of command and "V.G." character. It will be advantageous if he is a good football player, gymnast, swimmer, oarsman or fencer; in particular, applicants for this course, who are not already P. and R.T. instructors, must be good at games, as otherwise they will stand little chance of employment in competition with fully qualified instructors.

*Note.*—This course is only held at Portsmouth.

## XXII

*Internal Combustion Engine Course*

This may be divided into two sections, viz. :—

(a) "Mechanical."

(b) "Non-mechanical."

On the Mediterranean Station courses are available in—

(c) Internal Combustion Engines as applied to motor engineering (including mechanical and electrical equipment of a car).

(d) Heavy oil engines. (Lectures on theory, construction and maintenance).

Men eligible ... For (a) and (d), Engine-room Artificers, Electrical Artificers, Ordnance Artificers, and Mechanicians.

For (b) Chief Stokers, Stoker Petty Officers, Higher Torpedo ratings and other ratings with slight previous mechanical knowledge.

For (c) ratings of any Branch.

## XXIII

*Marine Engineering Course*

This provides instruction in machine drawing and practical mathematics in preparation for the examination for Board of Trade Second Engineer's Certificate.

Men eligible ... Engine-room Artificers and Mechanicians.

*Note.*—This course is only held on the Mediterranean Station.

## XXIV

*Steam Wagon Driver Course* (Temporarily suspended).

This provides instruction in driving and engine maintenance, including sufficient practical training at a steam wagon manufacturer's works to qualify a man for employment as driver.

Men eligible ... E.R.As., Mechanicians, Chief Stokers, and Stoker P.Os.

All arrangements regarding this course are made by Portsmouth.

## XXV

*Acetylene Welding Course*

Men eligible ... All Artisans and Artificers.

## XXVI

*Electrical Installation Course*

This includes practical work in connection with shore wiring, together with the necessary theory, and is intended—

(a) To enable a candidate, after a local examination in the Torpedo School, to obtain a vocational training certificate in this subject.

(b) To prepare candidates to take the City and Guilds of London Institutes examinations in electrical installation work held annually in May. A certificate from this institute is of considerably more value to an ex-Naval rating seeking employment ashore than one issued by the Port Vocational Training Committee, and E.As. and higher torpedo ratings should have very little difficulty after completing the course.

Men eligible ... Electrical Artificers and higher torpedo ratings.

*Note.*—At Portsmouth, ratings of any Branch are eligible for this course; the Commanding Officer, H.M.S. "Vernon," may, however, terminate the course for any candidate if, after four weeks' experience, he considers him unsuitable for further instruction.

## XXVII

*Electric Power Plant Course*

This is intended to equip ratings of mechanical branches with the electrical knowledge necessary to qualify them for charge of power stations.

Men eligible ... E.R.As., Mechanicians, Ordnance Artificers.

## XXVIII

*High Tension Electrical Jointing Course*

This includes jointing large electric cables.

Men eligible ... Electrical Artificers, T.G.Ms., and L.T.Os.

## XXIX

*Electrical Engineering Course*

This is to prepare candidates to take the annual examinations for City and Guilds Certificates in this subject.

Men eligible ... Electrical Artificers, Petty Officer Telegraphists, and Higher Torpedo ratings.

## XXX

*Sounder Reading Course*

This is intended to train men to pass an examination in the subject, with the object of fitting them for employment in the Post Office.

It should be impressed on applicants that no guarantee of employment under the Post Office is attached to the course.

Men eligible ... Ratings of Signal and Telegraphist Branches.

## XXXI

*Course for Postmaster-General's Certificate of Proficiency in Wireless Telegraphy.*

This is to prepare candidates for the examinations for Postmaster-General's certificates.

Full details are contained in O.U. 5298/29, Signal Training Instructions.

Men eligible ... Ratings of Telegraphist Branch.

## XXXII

*Radio-Communication Course*

This is to prepare candidates to take the annual examinations for City and Guilds certificates in this subject.

Men eligible ... Ratings of Telegraphist Branch.

## XXXIII

*Automatic Telephony Course*

This includes care and management of automatic telephone exchange.

Men eligible ... Electrical Artificers, Torpedo and Wireless ratings.

## XXXIV

*Chemistry and Practical Pharmacy Course*

This qualifies members of the Sick Berth Branch to sit for the examination for Dispensers (Assistant's Examination), Society of Apothecaries.

Men eligible ... Members of the Sick Berth Branch.

## XXXV

*Sanitary and Meat Inspector Course*

Men eligible ... Members of the Sick Berth Branch.

## 1390.—Mediterranean Destroyer Flotillas Recommissioning at Home Ports—Procedure

(N. 1188/33.—15.6.1933.)

The procedure described below with regard to pay and victualling accounts, service certificates and history sheets, is to be adopted when Mediterranean destroyer flotillas return to England to be recommissioned.

2. *Pay and Victualling Accounts.*—The pay and victualling accounts of the ships of the flotilla are to be transferred from "St. Angelo II" to their respective home ports on a date ordered by Rear-Admiral (D). In the absence of instructions to the contrary, however, this date is to be the day ships sail from Malta for United Kingdom. The vessels are to remain independent commands while detached from the Fleet.

3. On the date of recommissioning, the pay and victualling accounts of the flotilla are to be transferred to "St. Angelo II."

The advance of pay due to ships' companies before sailing for service abroad, and any new, or alterations in, allotments, etc., are to be made by the home depôt prior to the discharge of the men to their ships.

4. *Flotilla Postage Account*.—The sum held by Captain (D) on account of the Flotilla Postage Account will be supplied on Form S.5A to the Accountant Officer, Division II, at the requisite home port and the balance of this account together with the necessary voucher for expenditure (Form S.24) to date of paying off is to be returned to him.

5. *Victualling Accounts*.—The destroyers' victualling accounts, including the rough Daily Issue Book, Spirit Stoppage Book and the Clothing and Implement Accounts, are to be closed at noon on the day prior to sailing from Malta inclusive, and forwarded to the Accountant Officer (S), H.M.S. "St. Angelo II," before leaving Malta.

The certificates included in Forms S.462, Part I, and S.462, Part II, of the remains shown on charge are to be signed by the officer who makes the survey in addition to the Commanding Officer.

The remains shown on charge in these accounts are to be transferred to the "top-line" of the new accounts which are opened on the day of sailing from Malta inclusive, as on charge to the Accountant Officer (S) of the home port depôt at which the ships pay off.

The Accountant Officer (S), "St. Angelo II," will transfer the remains shown on the accounts on the day prior to sailing from Malta by supply and receipt notes to the Accountant Officers (S) of the depôts.

Mess savings will be prepared in "St. Angelo II" and remitted to Commanding Officers for payment by the Accountant Officer at home depôts.

6. *Soap, Tobacco, and Cap Ribbons*.—A sufficient number of cap ribbons for recommissioning should be supplied to each destroyer by "St. Angelo II" before leaving Malta.

Cash for issues of soap, tobacco, and cap ribbons, between dates of transfer to home depôt and paying off, is to be forwarded to Accountant Officer (S) of the depôt concerned, together with detailed statement of these issues.

7. *Mess Traps*.—The Officers' Mess Traps Accounts, S.1248, are to be forwarded by the Accountant Officer (S), "St. Angelo II," to the Commanding Officers of the ships to which they belong before the flotilla leaves Malta.

The mess traps are to be mustered on paying off and on recommissioning as laid down in paragraphs 8, 9 and 10 of the instructions in Form S.1248, a new account being opened on recommissioning and the old commission account being forwarded to the Director of Victualling, signed by both outgoing and incoming officers, through the Accountant Officer (S) of the home depôt.

8. *Service Certificates and History Sheets*.—Seven days before leaving Malta, original history sheets and conduct sheets and copies of service certificates are to be completed by destroyers and forwarded to "St. Angelo II," where they will be assembled with the original service certificates and despatched to each destroyer before sailing. On arrival at the home ports they are to be sent into depôt.

9. *O.U. Books and Books of Reference*.—"O.U." Books and Books of Reference are to be dealt with as laid down in the instructions printed on Forms O.U.2A and S.123.

10. *Medical History Sheets*.—Medical history sheets are to be transferred finally to the Medical Officer, R.N. Barracks, by the Flotilla Medical Officer within a week of arrival in England, and irrespective of the date of paying off.

**1392.—Bookstalls**

(V. 361/33.—15.6.1933.)

Their Lordships have had under review the arrangements for the conduct of bookstalls in H.M. ships and fleet establishments.

2. At present the bookstalls in certain ships and establishments are under the management of the N.A.A.F.I.; in others they are conducted either by the ship's personnel or by a contracting firm.

3. Their Lordships have decided, in the light of reports from the fleet, not to disturb the existing arrangements.

4. The method to be adopted for the management of the bookstall should be carefully considered and decided upon at the beginning of a ship's commission in order that a change of management during a commission may be avoided as far as practicable.

5. Should special circumstances arise making a change of management desirable during a commission, the approval of the Commander-in-Chief should be obtained to the proposed change which will then take effect after 3 months' notice has been given to the existing and/or new management. In such a case arrangements are to be made for remaining stocks of crested goods particular to the ship, provided such goods have proved saleable in the ship, and such other stock as may be agreed upon, to be taken over by the new management at cost price or at an agreed valuation.

6. Where the bookstall is conducted by ship's personnel, the Commanding Officer is responsible that adequate precautions are taken to prevent irregularities, and that the bookstall, and the keeping of accounts, are conducted on proper lines. The following rules are to be observed:—

(a) No articles stocked by the ship's canteen are to be sold in the bookstall.

(b) Subject to (a), trading is to be confined to the following articles:—

Papers, periodicals and books.

Stationery (*i.e.*, notepaper, envelopes, postcards, pens, pencils, inks, etc.).

Photographs of ships.

Mementoes bearing ships' crests.

Indoor games, gramophone records, and camera films.

In addition to the above, trading in other articles of small value commonly stocked by trade bookstalls (*e.g.*, penknives, shaving mirrors, pocket combs, etc.) may be permitted at the discretion of the Commanding Officer. There is no objection to the bookstall acting as an agency for orders in connection with Christmas present and similar schemes organised by reputable firms.

(c) A price list of all articles sold at the bookstall is to be prominently displayed.

(d) A "Sales Book" is to be kept in which all articles sold in the bookstall and their selling price are to be recorded. The money realised from sales is to be handed over daily to the officer in charge of the bookstall; the amount so received is to be compared with that shown in the sales book, which is to be signed daily by the officer in acknowledgment of the receipt of the money.

The accumulation of large sums of money is not to be permitted. Cash should be placed with the Accountant Officer for safe custody pending an opportunity of remitting it.

(e) A "Stock Book" is to be used and an accurate account kept of all goods received, together with cost prices. Stocktaking should be held at least once a month.

(f) A "Cash Book" is to be kept by the officer in charge of the bookstall, containing a daily record of monies received for sales and all other cash transactions; it is to be balanced at least once a week to check possible errors or irregularities, and is then to be initialled by the Captain.

(g) The accounts are to be audited as laid down in King's Regulations and Admiralty Instructions, Article 635a.

**\*1564.—Cenotaph—Arrangements for Visits of Organised Parties**

(N. 2861/33.—6.7.1933.)

The following regulations in connection with the above, issued by the Home Office, are promulgated for information and guidance. Steps should be taken to notify the Admiralty in advance of all intended visits by Naval parties, etc.

“The Commissioner of Police wishes to call the attention of the public to the rules governing visits of organised bodies to the Cenotaph, which are as follows :—

- (1) Except on occasions of exceptional national interest no facilities can be given for any organised procession to the Cenotaph except on Sundays and after 3 p.m. on Saturdays.
- (2) Persons proposing to organise a procession should notify the Commissioner of Police beforehand, specifying the date and time at which they propose to arrive at the Cenotaph and the approximate number of persons taking part in the procession.
- (3) In order to facilitate arrangements, a letter that can be produced for inspection by police on duty will be issued to the organisers.
- (4) No religious service or singing or playing of instrumental music or ceremony of any kind (other than the placing of a wreath) is permitted at the Cenotaph.”

**1802.—Fleet Photography—Sale of Photographs—Custody and Disposal of Materials—Photographic Library**

(N. 3751/28, N. 3385/33.—3.8.1933.)

Official photographs of general Fleet interest may be supplied to officers and men on repayment at the prices quoted in the schedule to this Order, which will be revised from time to time.

2. Payment for these photographs is to be made to the Accountant Officer. The amounts received are to be taken on charge in the Current Cash Account of the vessel or establishment concerned, details of the photographs sold being quoted on the supporting voucher, together with a reference to the number of this Order.

3. No payment is to be allowed the official photographers for such work

4. Every copy so sold is to show on the margin the words “Official Photograph—not to be published or communicated to the Press without Admiralty authority,” which should be written or stamped on the negative or print.

5. Cinematograph films are not to be sold under the above conditions.

6. *Private Work.*—The official photographers may be given facilities for using Service dark rooms out of working hours, as it is desirable to encourage Naval photographers to develop their individual ability by doing private work with their own apparatus and materials; but proper precautions are to be taken to ensure that no Service chemicals, plates, films, paper, etc., are expended on private work. In ships and shore establishments, the stocks of plates, films, printing paper, mounts, and the more expensive chemicals, are to be kept under lock and key in the custody of a responsible officer.

7. Service materials which are becoming stale should be returned to the Naval Store Officer at the nearest dockyard, for disposal by public auction in the usual way. Great care is to be taken when demanding supplies so to regulate stocks that wastage from materials becoming stale is reduced to a minimum.

8. *Photographic Library*.—In order that an historical photographic record of the Navy may be collected an Admiralty Photographic Library has been formed, in which photographs of Naval scenes of exceptional interest will be kept.

Officers and men are invited to forward, through their Commanding Officers, a copy of any photograph which is considered to fall into the foregoing category. Photographs should be addressed to: The Secretary of the Admiralty (Librarian), Whitehall, S.W.1. The final selection will be made at the Admiralty.

Photographs not used will not be returned and no remuneration will be granted in respect of those utilised.

#### SCHEDULE

Prices to be charged for copies of official photographs supplied to officers and men of the Fleet under paragraph 1 of this order.

*Note*.—Unmounted photographs only are to be supplied. The extra prices charged on the Mediterranean and China Stations are to cover freightage and additional wastage of plates, paper, chemicals, etc., in hot climates.

	<i>Home Waters.</i>	<i>Mediterranean.</i>	<i>China.</i>
	<i>Each.</i>	<i>Each.</i>	<i>Each.</i>
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
All sizes up to and including "quarter-plate" (3½ in. by 4½ in.).	0 2½	0 3½	0 4
All sizes above "quarter-plate" up to and including "half-plate" (4¾ in. by 6½ in.).	0 4	0 5	0 6½
All sizes above "half-plate" up to and including "whole plate" (6½ in. by 8½ in.).	0 10½	1 1	1 4
All sizes above "whole plate" up to and including 12 in. by 10 in.	2 3	2 10	3 4
All sizes above 12 in. by 10 in. up to and including 15 in. by 12 in.	3 0	3 10	4 6

(*K.R. and A.I., Chap. XXXVIa.*)

### 1928.—Carbon Monoxide Poisoning—Examination of Blood Specimens in Suspected Cases

(M.D.G. 1497/33.—17.8.1933.)

In view of the necessity of accurate diagnosis, an examination of the blood of the patient should, whenever practicable, be made in all cases of suspected carbon monoxide poisoning, but specimens of blood are not to be taken from civilian employees without their consent first being obtained. These examinations can be carried out at the Royal Naval Medical School, Greenwich, where special facilities exist for the purpose.

2. As, in life, carbon monoxide is rapidly excreted from the blood after the patient has been removed from the poisonous atmosphere, a specimen, in duplicate, should be taken immediately it is possible to do so without interfering with the medical attention the patient requires.

3. The specimens of blood (about 5 c.cs) should be collected (preferably by vein puncture) and placed in a tube which, after addition of an equal volume of sterile distilled water, should be sealed with a cork; the tube must not be closed by fusing as it is imperative that no combustion process should come near the specimen.



4. The specimens should be protected from light, kept cool and transmitted as quickly as possible. With proper precautions such specimens will retain any carbon monoxide for some weeks.

5. The specimens are to be accompanied by a complete history of the circumstances, which is to include information as to the time which elapsed between the patient's removal from the poisonous atmosphere and the collection of the specimens; also whether the patient is a heavy smoker.

6. The specimens and all information concerning them, are to be sent to the Professor of Hygiene, Royal Naval Medical School, Royal Naval College, Greenwich, London, S.E.10.

(A.F.O. 2399/32.)

**2960.—Issued Confidentially.**

## 1934

### \*69.—Officers Loaned to the South African Naval Service

(C.W./N. 1362/33.—11.1.1934.)

Officers loaned to the South African Naval Service in future will serve under the conditions set out below. Volunteers will be called for whenever a vacancy for a loan officer arises :—

#### *Full Pay.*

#### *Rank and Seniority.*

#### *Full Pay per diem.*

Lieutenant-Commander ... ..	32s. 6d.
Lieutenant on promotion ... ..	23s. 6d.
„ with 3 years' seniority ... ..	26s.
Sub-Lieutenant on appointment ... ..	15s.
„ with 2 years' seniority ... ..	17s. 6d.
„ „ 4 „ „ ... ..	20s.
Commissioned Officer from Warrant rank—as for Sub-Lieutenant.	
Warrant Officer ... ..	15s.

*Allowances.*

Whenever possible, free services will be granted. Allowances in each case are in accordance with times and places and economic conditions, but will be paid on the same basis and on the same scale as is given for the time being to the relative ranks of members of the South African Force.

*(a) Lodging Allowance.*

Warrant Officer	...	...	...	Married, 3s. 9d.	Single, 1s. 9d.
Sub-Lieutenant	...	...	...		
Commissioned Officer	...	...	from	„ 4s. 6d.	„ 2s.
Warrant rank.					
Lieutenant	...	...	...	„ 5s. 6d.	„ 3s.
Lieutenant-Commander	...	...	...	„ 6s. 6d.	„ 3s. 6d.

The married rate is payable to married officers without deduction for single quarters provided on board ship.

*(b) Allowance for Rations.*

Warrant Officers	...	...	(If married)	3s. a day	} with additions for children.
Others	...	...	„	2s. „	

Payable at full rates to single officers only when borne in ships not affording reasonable accommodation.

*(c) Allowance for Fuel and Lights.*

Married officers	...	...	...	...	1s. a day.
Single „	...	...	...	...	6d. „

Not payable to single officers when borne in ships affording reasonable accommodation.

*(d) Allowance in lieu of Servants* ... .. 1s. a day.*(e) Marriage Allowance.*

Sub-Lieutenants and Commissioned Officers	from	3s. a day.
Warrant rank.		
Lieutenants	...	2s. „

Warrant Officers, if married, are eligible for 1s. a day family allowance (with additions for children) and 8d. a day furniture allowance.

*(f) Command Money.* When in command of sea-going ships.

Lieutenant-Commanders	...	...	...	5s. a day.
Lieutenants or Sub-Lieutenants	...	...	...	3s. „

*Leave and Sick Leave.**Officers and Warrant Officers  
Leave*

<i>Occasional Leave.</i>	<i>Vacation Leave.</i>	<i>Sick Leave.</i>
12 days per annum.	24 days per annum.	120 days full pay, 120 days half-pay, in every cycle of 3 years.

*Remarks.**Occasional Leave.*

- (i) This leave is non-accumulative and if not taken during the calendar year in which it falls due, it lapses.
- (ii) In the first year it is calculated proportionate to service.
- (iii) The 12 days are 12 working days, *i.e.*, Sundays and Public Holidays are excluded in the computation of the leave.

*Vacation Leave.*

- (i) This leave is accumulative, but is not grantable until after the completion of one year's service.
- (ii) Sundays and Public Holidays are included in the computation of this leave.
- (iii) Not more than 180 days' vacation leave, or vacation and occasional leave combined, can be taken at any one time.

*Sick Leave.*

- (i) In the first cycle of three years this leave is granted proportionate to service.
- (ii) A Medical Certificate is required in respect of any period extending over three days.

*General.*

- (i) For leave purposes, Officers and Warrant Officers come under the Regulations applicable to the Public Service and not to the S.A. Permanent Force.
- (ii) They may be required at any time to take a portion or the whole of the leave due to them. (This provision, of course, is intended to be applied only in exceptional cases.)
- (iii) No single period of leave without pay in excess of 15 days can be reckoned as service for leave.
- (iv) All leave is reckoned as from date of secondment.
- (v) Leave taken at expiration of contract :—
  - (a) In respect of this leave only substantive pay, servants' allowance and ration allowance are payable.
  - (b) Officers have the option of taking one-half of this leave in England prior to assuming duty with the R.N.
  - (c) Subject to (a) and (b) above, substantive pay and all allowances drawn are payable during all other periods of leave as prescribed in the regulations.

*N.B.*—Leave is a privilege and not a right. It is granted subject to the exigencies of the Public Service, and it is competent for the department to cancel at any time any occasional or vacation leave granted.

### **\*231.—Supply Ratings—Examinations, Advancement and Interchange of Duties**

(N. 475/34.—1.2.1934.)

Supply ratings who passed one side only of their examination for Supply Petty Officer before 1st January, 1927, may take the other side at any subsequent time subject (except for men transferred from the victualling and other branches under the 1922 scheme) to the rules laid down in Appendix XVII, Part I, No. 118), King's Regulations and Admiralty Instructions.

2. Attention is drawn to the fact that a periodical interchange of duties between Supply ratings is necessary to the satisfactory evolution of the Supply Branch scheme, and is especially important for those ratings who were transferred from the victualling and other branches. Such interchange of duties must depend on local conditions, but should be effected to the utmost extent compatible, in the judgment of the officers concerned, with the proper carrying out of the work of the Supply Branch.

3. The extent to which interchange of duties in the Supply Branch has been carried out should be scrutinised from time to time, and such scrutiny should also be a feature of that part of the inspection of H.M. Ships which relates to accountant duties.

(*K.R. and A.I., App. XVII, Part I.*)

### **408.—Claims for Work done by Naval Ratings and Royal Marines on behalf of Private Individuals, Dominion, Colonial, Dependent or Foreign Governments—Charge for Marriage Allowance**

(N. 775/34.—22.2.1934.)

The charge for Marriage Allowance in connection with the formulation of claims for work done by Naval ratings and Royal Marines for private individuals, Dominion, Colonial, Dependent or Foreign Governments, is, until further notice, to be levied at the rate of 9*d.* a day in respect of all Naval ratings and Royal Marines (whether married or single), but not boys employed upon a job.

(*K.R. and A.I., Art. 1771.*)

**\*463.—Chinese Ratings—Supplementary Allowance to meet Extra Cost of Victualling in Ships on Passage to and from England**

(V. 651/33.—1.3.1934.)

The present rates of the supplementary allowance, to meet the extra cost of victualling, which is payable to Chinese ratings from the date on which ships returning to England from the China Station leave Singapore to the date on which they return to that port, are to continue in force on and after 1st April next until further notice.

**2. The rates are as follows:—**

When the official rate of the dollar is...	is. 11d., or over	...	...	2d. a day.
" " " " "	under ls. 11d., but not under ls. 9d.,	"	"	3d. "
" " " " "	" " ls. 9d.,	"	"	4d. "
" " " " "	" " ls. 7d.,	"	"	5d. "
" " " " "	" " ls. 5d.,	"	"	6d. "
" " " " "	" " ls. 3d.,	"	"	7d. "
" " " " "	" " ls. 1d.,	"	"	8d. "
" " " " "	11d.	...	...	9d. "

**\*1356.—Bands—Conditions of Loan or Acceptance of Private Engagements**

(N. 6203/33.—14.6.1934.)

The following conditions under which R.M. or R.N. (Volunteer) Bands or the Maltese Band of H.M.S. "St. Angelo" may accept private engagements, or under which they may be detailed by the appropriate Royal Marine or Naval authority to attend functions organised for profit, are promulgated for general information.

**1. Ordinary Private Engagements.**—When permitted to accept ordinary private engagements the officers and men of the band will not be regarded as on duty, and consequently—

- (a) In the event of any of them being disabled or killed while fulfilling or while proceeding to or from such an engagement, their disablement or death will not be regarded as attributable to the Service for purposes of retired pay or pension.
- (b) Any loss of, or damage to, instruments or other equipment which are the property of the Government must be made good at the expense of officers and men concerned.
- (c) No claim to compensation from Navy Funds in respect of the loss of, or damage to, the property of the band or its members will be admitted.
- (d) It is within the discretion of band committees whether they protect their bandsmen, etc., in respect of these particular engagements by insurance.
- (e) Disabilities in respect of injuries received during a non-Service engagement under this paragraph, which do not involve immediate invaliding from the Service, are to be assessed by a Naval Medical Board, and the findings communicated to the Insurance Company concerned, no charge being made for this service.

**2. Attendance by direction of the appropriate Royal Marine or Naval authority at functions organised for profit.**—When detailed by the appropriate Royal Marine or Naval authority to perform at non-Service functions, which are not strictly public ceremonies, such as exhibitions, etc., organised for profit—

- (a) Officers and men of the band will be regarded as on duty, and consequently the usual regulations governing pensions for disablement or death attributable to the conditions of the Service and damage to public or private property will apply, but

(b) Before detailing a band to attend for such a purpose the appropriate Royal Marine or Naval authority shall require the organising body which desires the services of the band to enter into an undertaking in writing to defray all expenses incidental to the loan, such as the travelling and subsistence expenses of the band, and to indemnify the Admiralty against possible liabilities under any of the following heads—

- (i) Additional expense for retired pay or pension which may arise from the disablement of an officer or man, either during or while proceeding to or from, the function. (No indemnity is required on account of retired pay or pension for which the officer or man is eligible in respect of service.)
- (ii) The cost of pensions to widows, children or other dependent relatives of members of the band who may lose their lives as the result of accident during, or while proceeding to or from, the function.
- (iii) Any medical, hospital or funeral expenses which may result from the disablement or death of a member of the band. (No indemnity is required in respect of full pay sick leave.)
- (iv) Any loss or damage to instruments or other equipment the property of the Government, and
- (v) Any damage to the property of the band or its members, not otherwise insured, which would have to be replaced or made good at Government expense.

The organising body must further be required to cover the possible liabilities under heads (i) to (v) by a policy of insurance to the satisfaction of the Royal Marine or Naval authority. Rehearsals conducted in the band's ordinary place of duty are to be regarded as Service practices. If, however, they are carried out in any theatre, etc., on shore, the insurance effected should be made to cover rehearsal also.

3. Certain firms have notified their readiness to undertake this class of insurance, and particulars of suitable firms, together with their terms and copies of the standard form of indemnity, may be obtained by application direct to the local Commander-in-Chief, or Adjutant-General, Royal Marines, who will also, on application, furnish details of the liabilities to be covered as regards personnel, for the guidance of any other firms who may wish to tender for the business.

4. *Attendance at Public Ceremonies.*—When detailed by the appropriate Royal Marine or Naval authority to perform at functions which, although outside the scope of their ordinary duties, are strictly in the nature of public ceremonies, officers and men of the band will be regarded as on duty, and all liabilities will be defrayed from Navy funds under the usual regulations.

5. Band funds (through the band presidents) may, if they desire, accept the liabilities laid down in heads (i) to (v) of paragraph 2 (b), subject to insurance against them, thus relieving organising bodies of the responsibility; some bands may prefer to adopt this course, as in practice it may be found more convenient to insure against liabilities (covering both paragraphs 1 and 2) for a period (*e.g.*, monthly, quarterly or annually) than for individual engagements or performances. In such cases it will not be necessary to embody the Form of Indemnity in contracts with organising bodies.

6. In regard to casual performances it should be practicable for committees responsible for Naval Volunteer Bands to insure themselves at appropriate rates for this purpose, and to recoup themselves for the premiums paid out of the charges made for the band's services.

7. For the purposes of this Order the personnel of bands are regarded as being on duty whilst proceeding to or from the shore in Service vessels, and it is, therefore, unnecessary for such passages to be covered by insurance.

## 1453.—Electrical Installation in Ships—Responsibility of Torpedo and Engineer Officers—REPORTS

(N. 3808/33.—28.6.1934.)

Their Lordships have had under review the reports of the several Committees held to investigate the increased use of electrical power for machinery purposes on board ship, and the possibility of relieving Torpedo Specialist Officers of some of the additional duties connected therewith.

2. They have also considered in detail the reports from ships in which the policy laid down in A.F.O. 2060/29 has been commenced, together with a General Report forwarded by the Commander-in-Chief, Mediterranean, containing the opinion of the Flag Officers serving under his Command.

3. Their Lordships' decisions are given in the following paragraphs. In making them they have been mindful of the undesirability of reducing appreciably the proportion of seamen in the complement of H.M. ships. They recognise, however, that it is a good and convenient organisation for the Engineer Officer to have responsibility for the high power electrical equipment in his department, and of such other high power electrical machinery of which he can be considered to be the sole user.

4. Their Lordships have decided:—

(a) In destroyers, submarines and ships smaller than the cruiser class, the responsibility for the whole electrical installation is to remain as heretofore.

(b) In other ships (except "Achilles," "Neptune" and "Orion") to limit the transfer of responsibility for the electrical installation, for the next few years at least, as follows:—

The Engineer Officer to be responsible for all high power electrical appliances in his department (including the lighting), and such other electrical machinery of which he is the sole user. A list of this machinery, which may or may not be electrically driven, is given in the appendix. The Engineer Officer is not, however, to be held responsible for the supply arrangements before the terminals specified below.

The Engineer Officer's responsibility for motors is to commence from, and include, the power supply terminals of the starter or controller of that motor, and will include any control wiring contained in the starter or controller, but not the control wiring for operating the breaker, if any.

The Engineer Officer's responsibility for lighting is to commence from the supply terminals of the box in the distribution system from which the lamps are fed, if that box is situated in his department. If the lights in his department are not fed from a distribution box situated in his department then the Engineer Officer's responsibility for such lights is to be limited to the lamps, light fittings, plugs, and switches for the same.

All wandering leads and fittings in use in the Engine Room Department will also be the responsibility of the Engineer Officer.

If, in the opinion of the Engineer Officer or Torpedo Officer, the responsibility for a certain piece of apparatus in a particular ship is in doubt, the matter is to be brought to the notice of the Captain who is to decide which department is to be held responsible.

(c) In "Achilles," "Neptune" and "Orion," the responsibility of the Engineer Officer will, for the first commission, be extended to include, in addition to that given in (b) above, responsibility for all ventilation fan motors (excluding table fans) and their starters throughout the ship, from, and including, the supply terminals to the starters.

5. Their Lordships do not at present contemplate any further extension of the transfer of responsibility for electrical installation to the Engineer Officer, beyond that laid down in paragraph 4 (c), in any ships. Moreover, this extension is to be considered as only under trial in the three ships concerned.

6. Reports are to be forwarded through the usual administrative authorities by these three ships on the working of this extended policy after two years' experience has been gained. The following questions will be considered in the light of their reports:—

- (i) Whether the transfer of this additional responsibility to the Engineer Officer shall be confirmed for the ships in which it has been in operation for trial.
- (ii) Whether this extended policy shall be applied (a) to any earlier classes, and (b) to any ships built subsequently to the "Achilles" class.
- (iii) Whether in all ships of the cruiser category and larger the transfer of responsibility for electrical installation to the Engineer Officer shall be limited, as laid down in paragraph 4 (b).

7. The transfer of responsibility to the Engineer Officer, as laid down in paragraph 4 (b), will be completed as soon as the necessary substitution of electrically trained Engine Room ratings for Torpedo ratings and electrical Artificers has been effected. In capital ships and aircraft carriers, normally four Torpedo ratings (1 L.T.O. and 3 S.T.s) and one E.A. will be replaced by five Engine Room ratings, electrically trained (1 Leading Stoker, 3 Stokers and one E.R.A.), the numbers exchanged in the various classes of capital ships being varied slightly to meet special requirements.

In cruisers (previous to "Achilles") normally three Torpedo ratings and one E.A. will be replaced by three Stoker ratings and an E.R.A. Again, small variations will be necessary to meet the special requirements of the different classes.

Part of the above exchange of ratings has already been effected. It is hoped to complete the adjustments to complements of all existing ships affected during the financial year 1936.

8. The necessary adjustments to complements of the ships affected by paragraph 4 (c) were made as from commissioning, and consisted of substituting 2 Leading Stokers, 4 Stokers and 1 E.R.A., electrically trained, for 2 L.T.O.s, 4 S.T.s and 1 E.A. The schemes of complement promulgated for these ships show the adjusted numbers of the ratings involved.

9. New construction, subsequent to ships named in paragraph 4 (c), will be commissioned, pending a decision on the questions in paragraph 6, with complements adjusted in accordance with the requirements of paragraph 4 (b). The following alteration in the Provisional Schemes of Complement of H.M.S. "Ajax" (Admiralty letter, N./M.F.06051/33 of 22nd January, 1934), and of H.M. Ships of "Arethusa" and "Phæton" classes (Admiralty letters, N.1170/32 of 8th April, 1933, and N.3048/32 of 22nd November, 1933, respectively) is accordingly approved:—

*Add:*—1 Leading Seaman (L.T.O.).

2 A.B. (S.T.).

*Reduce:*—1 Leading Stoker (Electrical).

2 Stokers (Electrical).

#### APPENDIX

(See also Article 1 of the Engineering Manual)

*List of Machinery which may, or may not, be electrically driven, for the efficiency and maintenance of which, the Engineer Officer is to be responsible.*

(a) Main machinery.

(b) All auxiliary machinery and lifts, including motors, in the main machinery compartments.

(c) The following machinery, including motors and accessories:—

Capstans.

Main workshop engine and shafting.

All evaporating and distilling machinery.

All pumps, except lift pumps.

Electric generating machinery as far as the dynamo couplings.

Boat hoists, winches and coal hoists (unless directly electrically driven, when they are to be the Torpedo Officer's responsibility).

All compressing machinery.

All machinery in connection with the production of oxygen or air rich in oxygen.

Low pressure air compressing plants.

Refrigerating, ice making and magazine cooling machinery.

Steering engines, motors and gear.

All ventilating and forced draught fans in connection with the main machinery compartments.

All laundry machinery, and other power driven machinery for domestic or culinary purposes.

Lifts of aircraft carriers.

**1836.—Issued Confidentially.****2171.—Educational Test I—Waiving in Exceptional Cases**

(N. 3560/34.—27.9.1934.)

Permission has been granted in the past for Commanding Officers to recommend the waiving of Educational Test I for men of all branches who have shown outstanding fitness for higher rating and are in all other respects suitable for advancement, but who have been unsuccessful in their attempts to pass Educational Test I.

2. Their Lordships are still prepared to consider exceptional cases of this nature, but Commanding Officers should bring to the notice of such men the comparatively simple character of the examination and the desirability of passing it. No application will be considered unless evidence is produced that the man has made every effort to pass the examination.

In putting forward such cases, Commanding Officers are to be careful to explain fully the circumstances which cause them to consider that the men are markedly fitted for higher rating in spite of their failure to reach the normal educational standard.

3. The Commander-in-Chief and the Senior Officer of the Squadron, etc., will judge each case on its merits and will forward to the Admiralty for final decision only those which they consider deserving of this special treatment.

4. The exemption if allowed will only be granted for advancement to the *next* higher rating, *e.g.*, if an Able Seaman is granted exemption from passing Educational Test I, this exemption will only apply for advancement to Leading Seaman. In the same way, however, that outstanding Able Seaman rates can be put forward for exemption, outstanding Leading rates may also be recommended for exemption from Educational Test I, but it must be realised that a higher standard will be demanded in order to merit the waiving of the Educational Test for advancement to the Petty Officer rate, and the occasions on which this exemption will be given will be more rare. If the rating has made further efforts to pass Educational Test I, this factor will count in his favour when the application is considered.

5. The rule in paragraph 4 will apply to all branches. In the case of artizan ratings, a higher standard will be required for advancement to the Chief rate than for advancement up to the 1st class rate.

6. In the cases in which exemption from Educational Test I has previously been approved, the rate for advancement to which exemption is granted has usually been stated, but where this is not the case the rule in paragraph 4 above will apply.

7. Where approval has been granted for a rating to be granted exemption from passing Educational Test I, the fact should be noted on page 3 of his Service Certificate in the following form:—

A.L., N...../....

of (date) ... .. Exempt E.T. I for advancement to Leading Cook.

and a similar notation should be made when rendering form S.507 in respect of such ratings.

**2299.—Issued Confidentially.**



## 2509.—Band Ranks—Instruction Afloat of Candidates for Promotion

(N. 5534/34.—15.11.1934.)

Under Article 772 (3), King's Regulations and Admiralty Instructions, apart from general musical instruction given to R.M. Band ranks afloat, the Bandmaster in each ship is required to assist candidates for promotion by instructing them in musical subjects as laid down in the Royal Marine Training Manual. Participation in the facilities thus offered is to be regarded as voluntary, but candidates for promotion who fail to take advantage of them must understand that they will have no ground for complaint should they, on account of lack of knowledge, fail in the initial test imposed on all candidates before they are allowed to join promotion classes.

2. For purposes of instructing candidates for promotion, Bandmasters and Band Corporals will be issued with the following text books:—

Rudiments of Music .....	Macpherson.
Melody and Harmony .....	Macpherson.
Instrumentation .....	Kling.

3. Bandmasters of flagships are, at the end of each quarter, and by arrangement with the Senior Officer, Royal Marines, to set written tests for Corporal and Musician candidates for promotion who have elected to undergo them; the tests should cover the instruction given during the quarter. Worked papers should be collected and marked by the Bandmaster of the flagship, any useful criticism which will assist the candidates being noted on the papers.

4. To assist Bandmasters to prepare their own test papers, specimen papers set at the commencement of the promotion course at the Royal Naval School of Music will be forwarded from time to time through the Senior Officer, Royal Marines. These will represent the standard normally required of candidates joining promotion classes, and consequently the minimum standard to which candidates afloat should be prepared to attain.

5. To facilitate the selection of N.C. Officers and men for promotion classes, test papers will also be issued annually from the Royal Naval School of Music, through the Senior Officer, Royal Marines. These papers are to be taken by all candidates for promotion; worked papers will be forwarded to the Royal Naval School of Music, for marking and criticism, and returned to the Senior Officer, Royal Marines, for information of the candidates. Royal Marine officers commanding detachments are to include in their reports on Form S.365a, details as to the musical efficiency (both theoretical and instrumental) of the N.C. Officers and candidates for promotion, R.M. Band, under their command.

6. Senior Officers, Royal Marines, are to arrange for additional instruction in military subjects to be given to R.M. Band ranks who are candidates for promotion.

7. Band Corporals and Musicians, candidates for promotion, must be in possession of a Certificate in First Aid (Form R.380) obtained within three years of the date of examination for promotion, otherwise they will be required to re-qualify. In all cases where a Certificate in First Aid is granted to band ranks, the Examining Medical Officer is to notify the award to the Royal Naval School of Music, through the recognised Service channels, the percentage of marks obtained being stated.

(K.R. and A.I., Art. 772 (3).)

## 2511.—Royal Air Force—Personnel Ledger Entries

(N.L. 1882/34.—15.11.1934.)

Whenever an officer of the Royal Air Force or airman is disembarked to a R.A.F. Station, it is necessary that the ledger should show that he has been discharged from ships' books.

2. The dates between which he is borne are to be indicated by entries in the two columns of the ledger headed "Period of full pay and allowances," and the words "To R.A.F. Base....." are to be entered in the next column.

3. The above procedure is to be followed whether the disembarkation is temporary or final and re-entries during a quarter should appear under the same account number.

**2644.—Naval and Royal Marine Personnel Serving at R.A.F. Stations—Discipline, Pay Accounts, Lodging, Provision and Victualling Allowances, etc., and Supply of Clothing and Soap at R.A.F. Stations at Home.**

(C.W./N. 6202/33.—6.12.1934.)

*Section I.—Discipline*

*A.—Naval and Royal Marine officers attached to the Royal Air Force for regular periods of service*

Except during their initial period of training (and during sick leave after the periods defined in King's Regulations and Admiralty Instructions, Article 1554, 1 (i)), Naval and Royal Marine officers attached to the Royal Air Force for regular periods of service hold appointments to, and are borne on the books of one of H.M. ships. Nevertheless, they are subject to the Air Force Act, except when the members of the Air Force unit in which they are serving are themselves subject to the Naval Discipline Act.

The arrangements in paragraph B below do not apply to them.

*B.—Naval and Royal Marine officers and men of the Fleet detailed for service or training at a Royal Air Force Station*

(i) Officers and men detailed for service or training at a Royal Air Force station are hereby declared, for the purposes of the Air Force Act, to be lent to the Air Force.

They are lent to the Air Force and will come under the Air Force Act from the time when they leave the dockyard, boat or ship or other place under Admiralty jurisdiction. Officers and men in aircraft flying to a Royal Air Force aerodrome are lent to the Air Force and will come under the Air Force Act from the time when they first cross the coastline. Officers and men in seaplanes flying to a Royal Air Force seaplane base and not crossing the coastline are lent to the Air Force and will come under the Air Force Act from the time of alighting at the seaplane base.

They cease to be lent to the Air Force and to be subject to the Air Force Act from the time of their leaving the Royal Air Force station or base or other place under the jurisdiction of the Air Ministry. Officers and men returning in aircraft cease to be lent to the Air Force and to be subject to the Air Force Act from the time when they first cross the coastline. Officers and men returning in seaplanes from a seaplane base and not crossing the coastline cease to be lent to the Air Force and to be subject to the Air Force Act from the time of alighting alongside the ship.

Officers and men lent to the Air Force, though subject to the Air Force Act, remain on ships' books. If necessary and convenient, they may be tried and punished under the Naval Discipline Act for offences against the Naval Discipline Act committed during the period of their loan to the Air Force.

(ii) The Captain of the ship on whose books they are borne is to send a nominal list of the officers and men so lent to the Commanding Officer of the Royal Air Force station; the nominal list should include a note showing the fortnightly advance of pay which may be made.

(iii) If the ship on the books of which the officers and men lent are borne pays off or comes home from abroad to refit, the officers and men lent are to be transferred to the books of a suitable dépôt, and the Commanding Officer of the dépôt will be responsible for arranging for their return to

Naval service. Whenever officers and men lent are transferred to the books of another ship, the transfer is to be notified to the Royal Air Force station in addition to the ordinary notifications.

(iv) *Service Certificates and Badges.*—Copies of their service certificates are to accompany men lent to the Royal Air Force: the original service certificates are to be retained in the ship. No notations are to be made in the ship's column showing the name of the R.A.F. station or the dates of entry into and discharge from such station. The Captain of the ship will continue to deal with the award of good conduct badges and the assessment of character and efficiency.

(v) *Conduct Sheets, History Sheets, etc.*—Conduct sheets are to accompany men lent to the Royal Air Force, and any punishments awarded under Air Force discipline will be noted thereon by the Commanding Officer, Royal Air Force, as and when made. Any such punishment affecting pay, allowances, good conduct medals or badges will also be immediately reported on a casualty form by the Commanding Officer of the Royal Air Force station to the Captain of H.M. ship from which they are paid. The conduct sheet will be returned to the ship or depôt from which the man is paid with any application for the award or restoration of a good conduct badge, progressive pay, etc. All history sheets, etc., will be retained in the ship, unless they are specially required at the Royal Air Force station.

(vi) *Deaths, Casualties, etc.*—In the event of death, injury, or sickness causing grave anxiety, befalling any of the personnel lent, full particulars will at once be communicated to the Captain of the ship from which the officer or man is paid, who will take the necessary action in accordance with the Naval regulations. All movements, grants of leave, etc., will be similarly reported for notation in the ship's ledger.

(vii) All casualty forms are to show the Port Divisions of the men mentioned thereon and the names of the ships from which they are lent. They will be prepared in the same manner as for Air Force personnel, but on a separate sheet, and will be forwarded in duplicate to the Captain of each ship concerned.

(viii) *Hospital Stoppages.*—The infliction of hospital stoppages on men lent to the Royal Air Force and the rates of stoppages will be governed by Naval regulations.

#### C.—*Royal Marines serving under the Army Act detailed for service or training at a Royal Air Force Station*

Royal Marines serving on shore under the Army Act, who are detailed for service or training at a Royal Air Force station, are subject to the Air Force Act (under Section 175 (1A) and 176 (1A) of that Act). They are to be shown in the ledger of the Royal Marine establishment as "lent .....R.A.F. station."

Company conduct sheets are to accompany the men, and punishments awarded will be noted therein by the Royal Air Force officers of the station to which they are lent. Service certificates are to be retained by the Royal Marine Division: no notations are to be made in the "ship's" column showing the name of the R.A.F. station or the dates of entry into and discharge from such station.

#### *Section II.—Pay Accounts*

(i) Where, under the arrangements indicated under A, B or C above, Naval and Royal Marine personnel remain on the ledger of the ship or establishment from which they have been detailed for service at a R.A.F. station they are to be borne for pay and not merely nominally. Thus, their pay accounts are to continue to be kept by the Naval or Marine Accountant Officer on the ledger of the ship or division from which they are so detached or to which they may subsequently be transferred.

(ii) (a) Except where arrangements are made for payment by cheque, as provided in (b) of this paragraph, actual payment is to be effected by means of Forms S.27 or S.1039, separate lists being prepared for officers and men, containing particulars of the amounts due. These lists are to be forwarded

in triplicate to the Commanding Officer of the Royal Air Force station concerned, and payments will be made from the Royal Air Force Public Account. No transfer of funds is to take place between the Royal Navy and the Royal Air Force Accountant Officers, as any necessary financial adjustment with the Admiralty will be effected by the Air Ministry.

(b) In those ships which have official banking accounts, officers (but not ratings) may arrange with the Accountant Officers of their ships for their pay to be issued by cheque, either direct to themselves or to their banks. In the latter case the officer is to give the Accountant Officer a signed statement (1) authorising payment to the bank, and (2) agreeing that the receipt of the bank shall be regarded as a sufficient discharge for the money. The signed statements and the receipts taken in respect of all payments made by cheque should be placed in the officer's pay book and accompany the latter when sent to the Director of Navy Accounts. Where payment is made by cheque the officer's name is to be inserted in the pay list forwarded to the Air Force establishment, but no amount is to be shown, the words "paid by cheque" being inserted in the amount column.

(iii) The payments to officers are to be signed for in the space provided on the form. Ratings will not sign the pay lists but payment will be witnessed by an officer (R.N. or R.A.F.) who will sign a certificate to that effect. This certificate, together with that of the paying officer as to the total amount disbursed, is to be inserted on the pay list (original and both copies) by the ship or establishment forwarding it to the Royal Air Force Station. Any sums included in the pay lists which cannot be disbursed will be struck out in red ink by the Royal Air Force Accountant Officer and initialled by him.

(iv) The original copy of the pay list will be returned by the Royal Air Force Accountant Officer to the Naval or Marine Accountant Officer who will forward it to the Admiralty as an enclosure to the ledger. The duplicate and triplicate copies of the pay list will be retained by the Royal Air Force Accountant Officer as supporting vouchers to his monthly cash account rendered to the Air Ministry.

(v) At home, payment to ratings is to be effected fortnightly on alternate Fridays, and to ensure payment being made early on that day arrangements are to be made by the responsible Accountant Officer of the Royal Navy for the pay lists and by the responsible Royal Air Force Accountant Officer for any necessary covering cheque to be despatched in sufficient time to ensure their receipt at the station where the men are actually serving on the preceding day (i.e., the Thursday). In the event of the pay lists not being received in time for the usual fortnightly payment the men should be paid the fortnightly rates of pay noted on the nominal list referred to in paragraph B (ii).

Abroad, payments will be made monthly in accordance with Article 1748, clauses 1 and 2, King's Regulations and Admiralty Instructions.

(vi) Payment of Navy allotments and marriage allowances where issuable will continue to be authorised from the Admiralty or Royal Marine Division, and charges against pay in respect of the allotments should continue to be made. Notification of declarations, variations or stoppages of allotment should continue to be made direct to the Admiralty, Royal Marine Division or the local paying officer concerned on the usual forms by the Naval or Marine Accountant Officers to whom the allotments' wishes will be reported by the Accountant Officer of the Royal Air Force station at which they are temporarily serving.

The Certificates mentioned in (iii) above are to be in the following form:—

Certified that I have this day paid the above amounts to the ratings concerned, with the exception of the amounts struck through in red ink.

Total disbursements £ s. d. Date.

Accountant Officer.

Certified that the ratings named were duly paid this day in my presence.

Witnessing Officer.

*Section III.—Lodging, Provision and Victualling Allowances, etc.*

(i) Authority has been given to R.A.F. Accountant Officers to issue, without prior reference to the Naval Accountant Officers concerned, the following allowances to Naval Officers (including those "attached" to the R.A.F.) who, whilst borne on ships' books are detached for duty at R.A.F. stations, but remain in Naval payment:—

(a) Difference between the cost of R.A.F. messing and the regulated Naval messing contribution and

(b) Lodging and provision allowances.

(ii) The Naval Accountant Officer concerned will be notified immediately by the R.A.F. Accountant Officer of all such payments, and the necessary steps should be taken to ensure that double payments are avoided.

(iii) Certificates as to the non-availability of Service accommodation and/or victualling will be forwarded by the R.A.F. Accountant Officer to the Air Ministry for transmission to the Admiralty with the claim for refund of the amounts so paid.

(iv) Naval officers (including those "attached" to the R.A.F.) detached for duty at R.A.F. stations, who, for private reasons, do not avail themselves of the Service messes, and Naval ratings serving at R.A.F. stations who are unable to secure Service messing, will be paid Naval Victualling Allowance by the R.A.F. Accountant Officer. The payments to the officers will be made monthly in arrear, and those to the ratings fortnightly in arrear.

(v) The credits and relative debits will not appear on ship's ledger, and the reclaim from Naval funds will not be effected locally, but will be a matter for adjustment between the Air Ministry and the Admiralty.

*Section IV.—Supply of Clothing and Soap at R.A.F. Stations at Home*

The following procedure has been approved for the issue of clothing and soap on repayment to Naval Ratings and Royal Marines disembarked for duty at Royal Air Force Stations at Home:—

(a) Men to prefer a request to the Officer Commanding the Royal Air Force Station for the clothing, etc., they require.

(b) The Officer Commanding the Royal Air Force Station to forward the requests, if he concurs in them, to the Accountant Officer of the Ship or Establishment in which the men are borne for pay.

(c) The Accountant Officer of the Ship or Establishment to forward the articles by post or any convenient method to the Officer Commanding the Royal Air Force Station, for delivery to the men, charging the value against the men's wages on the ledger, and notifying the station for the information of the men concerned, of the prices charged.

## 2649.—Subscriptions to Mutual Aid Societies or Funds in H.M. Ships

(D.N.A. 4598/34.—6.12.1934.)

In the course of auditing ships' ledgers it has come to notice that, in certain ships, subscriptions to Mutual Aid Societies or Funds are collected through the ledgers as part of the ordinary payment of wages, etc., which are recorded in the ledger and cash account as though the contributors had been paid in cash the full amounts debited against them.

2. This procedure is not permissible, and if, instead of payments being made in cash, it is desired, for convenience, to utilise the ledger as the channel for collection, such amounts should be recorded separately in the "other charges" column and not included in the payments on account or settlement.

3. The total of these collections charged on the ledger should, on transfer to the Society or Fund, be claimed separately in the cash account, the cash voucher being accompanied by a certificate signed by the Accountant Officer to the effect that the amounts deducted have been authorised by the contributors, and by an acknowledgment of receipt for the total amount by an officer of the Society or Fund concerned.

4. It is observed that in some ships utilising the ledger method of collection, subscriptions are on a quarterly (in advance) instead of a monthly basis, and no objection is seen to this arrangement if found more convenient.

## \*2725.—Courses for Naval Observers at the R.A.F. School of Photography

(C.W. 7987/34.—13.12.1934.)

Naval Observer Officers appointed to catapult ships will undergo a course in photography of 14 days' duration at the School of Photography, South Farnborough, prior to taking up their appointments.

2. In order that full advantage can be taken of this course, the instruction in photography, begun at Lee-on-Solent during the Observer's course, is to be continued at sea in a carrier, as required, on the lines of the following syllabus.

3. It is not necessary for all Observers in a carrier to receive this instruction, but only those selected for appointment to catapult ships: due warning of such appointments will be given accordingly.

### *Syllabus of Instruction of Naval Observers in Ground Photography during Service in a Carrier*

Twenty periods of one hour each. Two periods should be devoted to each subject.

1. Elementary optics. Evolution of a lens. The iris diaphragm, its effect and use.
2. Care of cameras and storage of equipment.
3. Developing, fixing, washing and drying of plates and films, including detection of faults.
4. Developing, fixing, washing and drying of plates and films, including detection of faults.
5. Contact printing, fixing, washing and drying of plates and films.
6. Contact printing, fixing, washing, glazing, and drying of plates and films.
7. Enlarging.
8. Tinting of negatives, indexing, custody and disposal of negatives and prints.
9. Rapid drying of negatives and prints.
10. Making up of mosaics and plotting of photographs.

2778.—*Issued Confidentially.*

## 1935

### 360.—Entertainment of Officers by Naval Ratings

(N.L. 3976/34.—14.2.1935.)

Article 23 of King's Regulations and Admiralty Instructions forbids any officer to allow himself to be complimented by presents, or by any collective expression of opinion from ships' companies.

Their Lordships desire it to be understood that acceptance of invitations to be the guests at dinners given by Naval ratings comes within the scope of this prohibition.

2. The above prohibition does not extend to the attendance of officers at dances, concerts, or other similar entertainments given or organised by Naval ratings. Officers, subject to the approval of the Senior Naval Officer in any doubtful instance, may exercise their discretion as to attendance at such entertainments, provided that they attend in uniform, and that Naval ratings at the entertainment are also in uniform.

3. The rules in Clause 2 above as to the wearing of uniform may be waived at entertainments outside a Naval establishment by permission of the Senior Naval Officer on such occasions as he may consider the wearing of plain clothes more appropriate.

(K.R. and A.I., Art. 23.)

**\*482.—Character Assessments—Applications for Alteration**

(N.L. 3860/34.—28.2.1935.)

Assessments of character can be reviewed only—

- (a) when by reason of the length and quality of subsequent service the assessment has come to have effects which are unduly severe and could not have been foreseen at the time (*see* paragraph 2 below);
- (b) when there is reason to believe that a character assessment which is lower than the highest assessment which could have been given under Article 605 (8), King's Regulations and Admiralty Instructions was not given advisedly (*see* paragraph 3 below);
- (c) on the ground that the assessment was unfair or that the punishment which affected the assessment was unjust or unduly severe in itself or in its immediate effects (*see* paragraph 4 below).

2. An application for the review of a character assessment on the grounds defined in paragraph 1 (a) above, if considered well founded, may be forwarded only within the last year before completion of time for pension. Except in very exceptional circumstances (*e.g.*, because of recognition given for an act of personal gallantry in war), no application can be entertained when the character record during pensionable service includes an assessment below Good or more than one assessment other than V.G. (*e.g.*, one V.G.\* and one Good).

3. An application for the review of a character assessment on the ground defined in paragraph 1 (b) above should be made as soon as possible and (except in respect of the final assessment on discharge) must be made before a man's discharge from the Service. Any such application for the review of the final assessment of character on discharge can be considered only if appeal is made on discharge or within three months after the date of discharge.

4. An application for the review of a character assessment on the grounds defined in paragraph 1 (c) above should follow the procedure prescribed for complaints in Article 10, King's Regulations and Admiralty Instructions. Any such complaint should be made as soon as possible, while the facts are still ascertainable and except in respect of the final assessment on discharge must be made before a man's discharge from the Service. Any application for the review of the final assessment of character on discharge can be considered only if appeal is made within three months after the date of discharge, and any man who expresses dissatisfaction with the assessment given on his discharge should be warned that any appeal to the Admiralty must be made within that period.

(K.R. and A.I., Arts. 10 and 605 (8).)

**\*1056.—Seaman Boys—Accelerated Advancement**

(N. 1068/35.—2.5.1935.)

Attention is drawn to the provision in King's Regulations and Admiralty Instructions, Appendix XVII, Part I, No. 5 (F) (3), that the selection of boys for accelerated advancement should be governed by their suitability as regards "character, service, self-reliance, physical fitness, and capacity to hold their own among the ship's company" in addition to the passing of the qualifying examinations.

2. Their Lordships have reason to believe that some Commanding Officers do not place a sufficiently strict interpretation on the first condition mentioned above. They therefore desire to emphasize that the mere passing of examinations is an inadequate criterion of a boy's worth to the Service, but that when, in addition to the professional and educational qualifications, a boy possesses the other qualities specified, he deserves every encouragement and assistance to rise in his profession.

**\*1141.—Navy Week**

(N. 1077/35.—9.5.1935.)

The Admiralty attach great importance to the annual Navy Week.

2. Their Lordships appreciate the very great efforts which have been made by officers and men in the past to secure for Navy Week its present remarkable success, and they trust that these efforts will be continued in the future and that

all those concerned in the organisation and production of Navy Week will continue to maintain that close and cordial co-operation without which success cannot be achieved.

3. The Admiralty will continue to assist by :—

- (i) Avoiding, where possible, the ordering of any services that would interfere with Navy Week arrangements and by giving sympathetic consideration to any special representations by local authorities.
- (ii) The loan of dockyard equipment and stores without charge, so far as permissible under existing regulations, except for expenses incurred in making good any damage. Separate instructions will be issued on this subject.
- (iii) The temporary appointment of a few additional officers when available to the Depôts to assist with Navy Week arrangements.

4. The decision that the Director of Personal Services shall be the co-ordinating authority for all questions affecting Navy Week, is not intended in any way to affect the responsibility of Commanders-in-Chief for the arrangements at their respective ports. Outline programmes should continue to be submitted for Their Lordships' approval as in the past.

(A.F.O. 1471/35.)

### **\*1212.—Ratings Lent to Dominion Navies—Advancement**

(N. 2241/24.—16.5.1935.)

The conditions of advancement of ratings while on loan to Dominion Navies will be generally similar to those in the Royal Navy.

2. Ratings specified in Article 410 of the King's Regulations and Admiralty Instructions will be advanced as provided for in that Article, and no reversion will take place on return to the Royal Navy.

3. The name of every rating on loan to a Dominion Navy will remain on the roster at his R.N. Port Division, and if he reaches his turn for advancement on such roster during the period of loan, he will be advanced provided he is qualified and recommended, his advancement being duly notified to the Admiralty for communication to the Dominion authority concerned so that he may receive the higher pay, etc., of his new rating. (The higher pay is not, however, payable where promotion from Port Division roster involves immediate return to the Royal Navy.) No reversion will take place on return to the Royal Navy.

4. Any local rating conferred on a R.N. rating on loan to a Dominion Navy, otherwise than above, will be noted on the Certificate of Service in the column headed "Special Recommendations, etc.", at the bottom of page 2, but a man so advanced will revert to his former rating on return to the Royal Navy.

5. On every occasion of a R.N. rating being advanced while serving in a Dominion Navy, the Commanding Officer should forward to the man's home dépôt a certificate, stating under which of the above paragraphs 2 or 3 the advancement was made.

6. The ratings held by men on their return to the Royal Navy after service in a Dominion Navy should continue to be scrutinised in the ship or establishment they join on return. Where an advancement has taken place inquiry should be made of the dépôt as to the retention of the higher rating. In doubtful cases the dépôt will refer the question to the Admiralty for decision.

(K.R. and A.I., Art. 410.)

### **1213.—Lecture Library**

(N.S. 2239/1935.—16.5.1935.)

The primary object of the lecture library is educational. New lectures are added from time to time, and a section is devoted to the Study of War.

2. The lectures can be given as they stand or, with their references, can be used as the basis on which to compile a new lecture. Slides giving illustrations and diagrams are supplied with the lectures, except when illustrations are not necessary.



3. Lectures and their appropriate sets of slides are of three categories:—

- (a) Those for general circulation to all stations. The section on the Study of War comes under this heading.
- (b) Those of local interest for circulation within a particular command.
- (c) Those for circulation as requisite.

The lectures under (a) and (b) are issued as they become available. The catalogue of the lecture library (B.R. 96) is supplied to dépôt ships, and above, and shows the existing lectures available under (c) above.

4. A list of the War series lectures included in category (a) is attached as an Appendix to this Order, and many of these lectures can be used as a basis for popular lectures on episodes in the late War.

5. It is desired to add to the lecture library lectures dealing with the features of ports and histories of countries on the various stations which will be of interest to both officers and men. Officers are invited to prepare lectures, suitably illustrated, descriptive of the history, features of interest, antiquities, recreational facilities, etc., connected with countries and ports visited by H.M. Ships, and to submit them through the usual channels for inclusion in the lecture library. Any opinions which may be formed by Officers respecting the value of individual lectures for instructional or other purposes, and any suggestions they may have to offer for the selection of new subjects, should be addressed to the Captain of the R.N. College, Greenwich.

6. Commanders-in-Chief are requested to further this project within their Commands.

7. Slides can be made at the lecture library establishment from the negatives of photographs or from first class photographic prints, book illustrations, diagrams, etc., and colouring can be added. Officers submitting diagrams for the purpose of slides are requested to save unnecessary labour by eliminating non-essential detail and colour. Approved lectures will be paid for at £2 each for the manuscript.

8. The lecture library with its civilian staff is attached to the establishment of the R.N. College, Greenwich, and the cost of the service is a charge to Vote 5.E, but the stock of lanterns and apparatus, lectures and slides is stored at the Naval Store Dépôt, Royal Victoria Yard, Deptford, under the control of the Superintendent, R.N. Store Dépôt, West India Docks.

9. All ships with a complement of 300 or over are allowed a lantern and apparatus.

10. All demands from H.M. ships and shore establishments should be forwarded to the Superintendent, R.N. Store Dépôt, West India Docks, on forms S.134D in triplicate.

The copies of the demand (form S.134D) will be dealt with at West India Docks as follows:—

*Original.*—Noted with date of despatch of articles demanded, initialled by sender, and sent at the end of the month to the Admiralty (N.S. Dept.), enclosed in a form D.74.

*Duplicate.*—Noted and initialled as original and retained at West India Docks for account purposes.

*Triplicate.*—Sent to ships, etc., as a supply note, particulars being inserted thereon as to date and method of despatch.

11. Lanterns, apparatus, lectures and slides drawn from West India Docks are to be taken on charge by the Accountant Officer in the Ship's Naval Store Account and returned to the Superintendent, R.N. Store Dépôt, Deptford, on the ship paying-off, or when requiring repair or adjustment, or when no longer required.

The copies of the form of requisition for survey (S.331 in triplicate) should be sent to the Superintendent, R.N. Store Depôt, West India Docks, and will be dealt with as follows:—

*Original.*—Quantity and condition of articles received noted on form, signed by person receiving, and forwarded at the end of the month to the Admiralty (N.S. Dept.) enclosed in a form D.74.

*Duplicate.*—Noted as original, and retained at West India Docks for account purposes.

*Triplicate.*—Particulars of quantity received inserted on form, receipted and returned to ship, etc., as a voucher to the Accountant Officer.

12. The repair and replacement of slides will be undertaken at Greenwich on requisition by the Superintendent, West India Docks. Minor repairs will be carried out at Deptford.

All repairs to lanterns and apparatus, other than those which can be undertaken at Deptford, are to be arranged by the Superintendent, West India Docks.

13. Lectures and sets of slides will be issued as follows, according to the category:—

*Category A.*—Certain lectures and slides will be issued, without demand, to the Accountant Officer of the Flag Ship of each station, who will re-issue them on the station in exchange for a temporary receipt note. Return to Deptford need not be made except for repair or replacement.

Establishments at home will demand such lectures and slides from Deptford in the same manner as for category C.

*Category B.*—Certain lectures and slides will be issued, without demand to the Accountant Officers of the Flag Ships of appropriate stations, who will re-issue them on the stations in exchange for a temporary receipt note. Return to Deptford need not be made except for repair or replacement.

Establishments at home will demand such lectures and slides from Deptford in the same manner as for category C.

*Category C.*—To be demanded by Accountant Officer direct from West India Docks. Lectures and slides in this category are not to be retained by ships and establishments longer than necessary; they should be returned when the purpose for which they were drawn has been fulfilled.

14. Ships proceeding on trooping trips may draw a lantern, and lectures from categories A, B and C.

15. Slides for lectures and service purposes outside the province of the lecture library, and therefore not included in the catalogue, will be made at, and supplied by, the lecture library to ships and establishments on requisition. All such demands must have the approval of the author's commanding officer, and they will also be subject to the scrutiny of the Captain of the Royal Naval College, Greenwich. Demands are to be made by the Accountant Officer concerned direct to the lecture library on form S.134D. Supply notes will be furnished by the lecture library to the Accountant Officer of the ship, and the original demand forms S.134D are to be forwarded with a covering letter to the Admiralty (Director of Stores) at the end of each quarter, with the date of supply noted thereon. All slides are to be taken on charge in the store accounts, and accounted for in the usual manner.

16. Slides are not to be bought or hired from private firms as a charge to Navy Funds without Admiralty sanction being first obtained.

17. The Superintendent, West India Docks, will keep a record of all liability incurred under Vote 5.E for the manufacture, repair, supply, etc., of lanterns, slides and all accessories, and to enable such records to be complete, the Captain of Royal Naval College, Greenwich, will furnish the Superintendent, during the first week of each month, with a statement showing all expenses incurred at Greenwich during the preceding month.

## APPENDIX.

## LIST OF LECTURES IN CATEGORY A.

<i>No.</i>	<i>Title.</i>					<i>If with slides.</i>
*W. 1	Appreciating the Situation ... ..					No.
* 2	Orders and Instructions ... ..					No.
* 3	Admiralty Organisation ... ..					No.
* 4	Naval Staff Organisation ... ..					No.
* 5	The Principles of War ... ..					No.
* 11/12	Attack and Defence of Trade ... ..					No.
* 13/14	Germany's Submarine Campaign ... ..					No.
* 15/16	Convoys ... ..					Yes.
* 17/18	Prevention of German Commerce ... ..					No.
* 19	Convoy Tactics ... ..					No.
* 21	The relations between the Royal Navy and the Merchant Navy ... ..					No.
* 31	North Sea Strategy ... ..					No.
* 32	Battle of Heligoland Bight ... ..					Yes.
33	Scarborough Raid ... ..					Yes.
* 34	Dogger Bank ... ..					Yes.
* 35	Light Cruiser Action of 17th November, 1917 ... ..					Yes.
* 36	Battle of Jutland ... ..					Yes.
* 37	Exploits of "Emden" ... ..					Yes.
* 38	Exploits of "Karlsruhe" ... ..					Yes.
* 39	Operations of the German China Squadron, 1914 ... ..					Yes.
* 40	British Submarines in the Sea of Marmora ... ..					No.
* 41	Mediterranean ... ..					Yes.
44	The Harwich Force, 1914-1918 ... ..					Yes.
51	Blocking Operations ... ..					Yes.
52	Dover Patrol ... ..					Yes.
* 53	Zeebrugge and Ostend ... ..					Yes.
* 54	Decoy Ships and Ruses de Guerre ... ..					Yes.
60	Gallipoli I—From inception to 19th March, 1915 ... ..					Yes.
61	Gallipoli II—From 19th March, 1915, to 2nd Battle of Krithia ... ..					Yes.
62	Gallipoli III—2nd Battle of Krithia to end of August, 1915 ... ..					Yes.
63	Gallipoli IV—From end of August, 1915, to evacuation of Helles ... ..					Yes.
* 65	Capture of the Baltic Islands, 1917 (Oesel) ... ..					Yes.
* 66	Chanak Crisis, 1922 ... ..					No.
* 71	Russo-Japanese War ... ..					Yes.

The lectures marked with an asterisk (\*) have been issued. The remainder will be issued as they become available.

### 1352.—R.N. and R.M. Officers attached to R.A.F. for Service with Fleet Air Arm—Reporting Movements

(C.W. 3000/35.—6.6.1935.)

In all cases where R.N. or R.M. officers attached to the R.A.F. for service with the Fleet Air Arm are transferred or discharged from the ship, establishment, or Fleet Air Arm unit to which they are appointed, otherwise than in connection with routine transfers of Fleet Air Arm units from ships to R.A.F. establishments and vice versa, both Admiralty and Air Ministry are to be informed. In the case of officers serving abroad, the report is to be made by telegram.

(Also issued as A.M.O. A.136/35.)

## 1590.—Naval Observers and Observers' Mates— General Progress Book

(C.W. 2843/28.—4.7.1935.)

A general progress book is to be kept in all H.M. ships carrying Naval Observers and Observers' Mates.

2. A suitable form is S.519—Midshipmen's Journal—which will be supplied, on demand, in accordance with following establishments:—

Aircraft carriers, 2 copies annually.

Other ships carrying aircraft, 1 copy annually.

3. The form in which the record is to be kept is immaterial, but it should contain the following information:—

- (a) The types of exercises carried out in the air by each observer, the results obtained and the dates.
- (b) A brief narrative of all exercises carried out in the air, with the remarks of the senior observer upon them.
- (c) Remarks and suggestions by observers themselves.
- (d) Remarks by signal, photographic and meteorological officers on the work of their own departments.
- (e) Any other information which the Commanding Officer of the carrier may consider desirable.

4. The book is to be signed, monthly, by the Captain and is to be produced at inspections.

## \*1786.—R.N.V.R. (South Africa) Officers—Pay, etc., when undergoing Training in R.N.

(C.W. 3686/35.—25.7.1935.)

When officers of the R.N.V.R. (South African Division) are appointed for training to H.M. ships and establishments other than on the Africa Station, they are to be entered on a separate list of the officers' section of the ledger for pay, etc., and victualling, at the following rates (South African currency):—

					<i>Per diem.</i>	} With free victualling and 2s. a day messing allowance when em- barked for training.
Captain	...	...	...	...	£1 10 0	
Commander	...	...	...	...	1 0 0	
Lieut.-Commander	...	...	...	...	15 0	
Lieutenant	...	...	...	...	0 12 6	
Sub-Lieutenant	...	...	...	...	0 10 0	
Warrant Officer	...	...	...	...	0 10 0	
Midshipman	...	...	...	...	0 6 0	

2. The necessary steps to recover the cost of pay, etc., from the Union Government of South Africa will be taken by the Director of Navy Accounts.

## 1828.—*Issued Confidentially.*

## 1899.—Officer Observers—Liability of all Executive Officers for selection for Qualifying Course

(C.W. 5528/35.—8.8.1935.)

Their Lordships have decided that in order to provide an adequate number of Officer Observers for the Fleet Air Arm, other means, than voluntary specialisation, must be adopted for ensuring that a sufficient number of officers, of a high standard of ability, are available for this important work.

2. Officer Observers' duties are now of paramount importance in connection with almost all branches of Fleet work, under practically all conditions, and developments in the future are likely still further to increase the scope of air work at sea and to emphasise its importance. The strength of the Officer Observers' branch must therefore be maintained, in order that the high standard achieved in the past shall not fall.

3. Observing from the air must, therefore, now be looked upon as a duty for which any Executive Officer may be selected to qualify.

4. Although for future Courses, officers may volunteer as before, and such officers will generally be given priority in selection, specially selected officers will also be appointed to Courses for (O) as the requirements of the Service may demand.

### **1902.—Anti-aircraft Look-outs—Notations on Gunnery History Sheets**

(N. 2714/35.—8.8.1935.)

In order that training given to men in A.A. look-out duties may not be wasted, special notations in red are to be made under the heading "Special qualifications" on page 6 of Gunnery History Sheets, as follows:—

- (i) "Trained Aircraft look-out" for men who have been trained as action look-outs.
- (ii) "Trained Aircraft look-out for cruising stations" for men who have been trained as cruising station look-outs.

2. This is intended for use when stationing men in a ship on commissioning, but does not debar a man so noted from being allowed to qualify for any non-substantive rating for which he has been recommended.

### **2070.—Acting Sub-Lieutenants—Examination in Navigation**

(C.W. 10347/34.—29.8.1935.)

The Board have decided that after April, 1937, Theoretical Navigation will cease to be taught in the Acting Sub-Lieutenants' course at the R.N. College, Greenwich.

2. For Midshipmen of seniority, 1st September, 1934, and junior, instruction in navigation which has hitherto been given at the R.N. College, Greenwich, will be given during their Midshipman's period at sea and they will be examined in this subject afloat at the same time as they are examined in seamanship.

3. The first examinations in navigation at sea will be held in November/December, 1936.

4. Those Midshipmen who fail to qualify in the navigation examination at sea will be put back 4 months and then re-examined. They will not be promoted to Acting Sub-Lieutenant until they pass. They will be liable to the loss of 1 month's time for this failure, the question of deprivation of time being considered when the complete results of the Navigation School examination are available. Officers who pass the examination at a second attempt will only be allowed to count passing marks (50 per cent.) towards the total marks awarded for navigation at the end of the Navigation School course.

5. The syllabus of instruction in navigation afloat will shortly be published in Admiralty Fleet Orders and the necessary alterations to King's Regulations and Admiralty Instructions will be issued in due course.

(A.F.O. 1010/36.)

### **2278.—Issued Confidentially.**

### **\*2279.—Welfare and Marriage Allowance Sections—Establishment at Home Ports**

(N. 3470/35.—26.9.1935.)

In the interests of Naval ratings and their families Their Lordships have decided to establish in the R.N. Barracks at each of three home ports, a Welfare and Marriage Allowance Section.

The valuable work which is already being done by local unofficial organisations, supported by Depôt Aid Funds, etc., is well known, and Their Lordships hope that by this establishment of Welfare Sections on an official basis an even greater measure of assistance can be afforded to ratings, wherever they may be serving, or to their wives and families in any domestic troubles which may arise.

The staff of the new Welfare Sections will include the following ladies, who will take up their new duties on 1st October, 1935 :—

*At present :—*

Portsmouth ...	Mrs. E. M. Langdon ...	Admiralty Inspector (Children's Welfare).
Devonport ...	Mrs. Sprott ...	Depôt Aid Fund Lady Worker.
Chatham ...	Miss H. Wyon ...	Deaconess.

2. The new arrangements will enable Commanding Officers to institute without delay any enquiries or arrangements for the well being of men's families on behalf of men who desire advice or assistance.

3. The Commanders-in-Chief and Commodores of the home ports have been empowered to decide upon the action to be taken in certain matters connected with the payment of marriage allowance which have hitherto been dealt with only at the Admiralty.

Apart from a saving of time this system will ensure that, wherever possible, domestic difficulties are dealt with by officers after an investigation into the particular circumstances.

4. Under these arrangements any requests or enquiries from serving ratings on domestic affairs should henceforth be made through the Commanding Officer, who will communicate as necessary with the Commodore of the Port Division concerned.

All men are advised to inform their wives or dependants that in future should they require any information or advice as regards marriage allowance or allotments, they should communicate with the Commodore of the depôt and not with the Admiralty unless they are required to answer a direct communication from the Admiralty.

5. Their Lordships wish to make it clear they do not intend any change in the regulations governing entitlement to or continuance of marriage allowance, or in the rules for compulsory allotments (King's Regulations and Admiralty Instructions, Article 1767 and Appendix III).

The issue and withdrawal of Navy order books on which payments are made will continue to be conducted at the Admiralty, and nothing in these instructions alters the necessity for rendering forms in the S.63 and S.54 series exactly as hitherto.

## **\*2510.—Customs Privileges of H.M. Ships and Shore Establishments**

(N.L. 3228/35.—17.10.1935.)

### **SECTION I.**

1. Their Lordships have had under consideration, in consultation with the Commissioners of Customs and Excise, the supply of duty-free stores to H.M. vessels in Home Waters and Naval Shore Establishments in the United Kingdom.

2. In general, the existence of these privileges is of long standing, but changes in the organisation of the Navy and other causes have, over a period of many years, led to the growth of inconsistencies and anomalies in their application. Moreover, the increase in the rate of duty on many of the stores supplied, in particular, tobacco, has greatly increased the value of these privileges and it is essential to secure that they should not be open to any abuse.

3. Their Lordships have, therefore, approved the following consolidated rules governing the issue of duty-free stores.

4. These rules will come into effect on 1st December, 1935.

### **SECTION II.—Entitlement of H.M. Ships to Duty-free Mess and Canteen Stores**

5. These stores may be supplied duty free to men borne on the books of sea-going ships in commission of the following fleets, squadrons or flotillas :—

- (1) Home Fleet ;
- (2) Ships belonging to foreign stations when in home waters ;
- (3) Fishery Protection and Minesweeping Flotillas ;
- (4) Fleet Air Arm ;
- (5) Irish Flotilla ;
- (6) Surveying Ships with full complements ;
- (7) Vessels on detached duty ;
- (8) Trooping vessels, while engaged on this duty ;

(9) Vessels of the Reserve Fleet at standard notice ; also—

- (a) Ships of the Vice-Admiral Commanding, Reserve Fleet, at Ports-mouth, and of the Senior Officer, Reserve Fleet, at Plymouth, and the Nore, whether at standard or extended notice ; and
- (b) any ship of the Reserve Fleet, whether at standard or extended notice, while being used as a living ship exclusively for the crews of ships at standard notice ;

- (10) Tenders to harbour ships and shore establishments, if regularly sea-going ;
- (11) Submarines and submarine depôt ships, if regularly sea-going, attached to a home port ;
- (12) Ships undergoing refit while remaining in full commission ;
- (13) Ships commissioned for sea trials after refit ;
- (14) Surveying ships with winter complements ;
- (15) Anti-submarine Flotilla ; and
- (16) Sea-going ships, not in reserve, with special complements.

6. When application is made for supply of duty-free stores, it should be stated on the application form (C. and E. Form 64) to which of the categories the ship belongs.

7. Men borne on the books of the following vessels are not entitled to receive mess and canteen stores duty free :—

- (i) New construction vessels (whether contract or dockyard built) commissioned for trials, *i.e.*, before full commissioning for service ;
- (ii) Ships on harbour service, including tenders not regularly sea-going ;
- (iii) Hulks ;
- (iv) Ships paid off for refit or large repair ;
- (v) Ships of the Maintenance Reserve and at extended notice (with the exceptions shown in paragraph 5 (9)) ; and
- (vi) All other ships not included in Classes 1–16 of paragraph 5.

8. Any point of doubt as to the classification of a ship should be submitted to the Admiralty for decision.

9. For the purpose of classification of ships in categories (10), (11) and (16) of paragraph 5 above, the official definition of sea-going is that the ship must not only be capable of going to sea but must actually go to sea from time to time, although for Service reasons she may spend most of her time in harbour.

### SECTION III.—*Regulations for the Sale of Dutiable Mess and Canteen Stores*

10. Except where otherwise indicated the undermentioned regulations apply to all H.M. ships, both in home and foreign waters, entitled to ship duty-free stores :—

- (i) No dutiable canteen stores may be sold to any persons other than those borne on ships' books.
- (ii) No flat packings containing more than 25 cigarettes are to be sold in H.M. ships. Round tins of 50 cigarettes may continue to be sold.
- (iii) In officers' messes the tobacco supply is to be under the charge of an officer. No dutiable officers' mess stores are to be sold to ratings.
- (iv) The rule laid down in K.R. and A.I. 919 (6) that officers and ratings landing on one night's leave are not to carry more than 1 oz. of tobacco or 25 cigarettes, is to be most strictly enforced. Notices drawing attention to this rule are to be posted in all ships.
- (v) All packets, cartons, boxes and tins of cigarettes and tobacco supplied to H.M. ships are to have the words "Duty Free: H.M. ships only" printed or stamped thereon in a manner approved by the Admiralty. All individual cigarettes will be marked "H.M. ships only."

The mess or canteen making the order will be responsible for indicating to the supplier that marked goods will be required and for ensuring that the goods supplied comply with the provisions of this Order.

This rule will not apply to ships on the China station. When ships return from the China station to Home Ports and it is desired to transfer surplus unmarked stores of cigarettes and tobacco to any other ship or to a bonded warehouse, previous notice is to be given to the Customs Authorities—see K.R. and A.I. 919 (2) and (2a).

Unmarked cigarettes and tobacco remaining in stock after 1st December, 1935, may continue to be sold until supplies are exhausted. Should it become necessary to transfer such stocks to another ship, or bonded warehouse, previous notice is to be given to the Customs Authorities.

- (vi) When H.M. ships are visiting coastal towns in the United Kingdom, conspicuous notices are to be posted to the effect that members of the public are not permitted to purchase duty-free goods at canteens, and that the landing by civilians of duty-free tobacco and cigarettes constitutes a smuggling offence.
- (vii) "Gift with order" or "Gift coupon" schemes in connection with the supply of cigarettes to H.M. ships are to be discontinued.
- (viii) The regulations in this section as to the marking and sale of cigarettes and tobacco shall not apply in any vessel belonging to a Dominion Navy attached temporarily to the Royal Navy, in respect of stores supplied to the vessel from that Dominion.

#### SECTION IV.—*Supply of Victualling Yard Stores, Service Tobacco and Rum, to Shore Establishments*

11. The general rule as to the qualification of Naval Shore Establishments for this privilege is that they should be self-contained establishments, walled or fenced off, with exits guarded, and not occupied by civilians.

12. The list of establishments receiving these privileges is to be known as "Privilege List I."

13. If at any time it is desired to make any additions or alterations to this list, the reasons for the change and full particulars concerning the establishment are to be reported.

#### SECTION V.—*Supply of Service Tobacco to minor Shore Establishments*

14. By Treasury Authority granted in 1904, certain minor shore establishments and groups of naval personnel working in guarded establishments, but residing outside such establishments, were permitted to be supplied with the standard allowance of Service tobacco. Under this authority various establishments and groups of men (most of whom were on compensation) have been receiving Service tobacco.

15. The procedure laid down in paragraph 13 is to be followed in respect of any proposed changes in the future.

16. This list is to be known as "Privilege List II."

#### SECTION VI.—*Supply of Duty-free Wines to Officers' Messes in certain Harbour Ships*

17. This privilege is obsolescent and has been cancelled in principle. Its continuance is approved, however, in favour of the Officers' Mess in H.M.S. "Defiance."

2744. }  
2745. } *Issued Confidentially.*

### 2800.—Officers' Servants—Employment of Seamen Ratings

(N. 2970/35.—21.11.1935.)

Where, owing to the manning situation, it is found necessary to employ Ordinary Seamen and young Able Seamen as Officers' Servants (King's Regulations and Admiralty Instructions, Appendix XVII, Part 3, No. 62), or as Messmen, they should be frequently changed in order that their training in seamanship is not unduly interfered with, and, where practicable, Special Service ratings should be employed in preference to Continuous Service men.

(K.R. and A.I., Appendix XVII, Part 3, No. 62.)



**2998.—Royal Canadian Navy—Pay, etc., Arrangements and Conditions of Service**

(C.W. 9863/35.—12.12.1935.)

*(This reprint embodies A.F.O. 306/36.)***A.—General.**

The following instructions, which are a consolidation of all existing A.F.O.s on the subject, are issued for guidance in dealing with the pay, etc., of personnel of the Royal Canadian Navy serving in H.M. Ships, etc., and of Royal Naval personnel lent for service with the Royal Canadian Navy.

The conditions of service, advancement, leave, etc., of R.C.N. personnel serving in the R.N. are given in Section B.

Those for R.N. personnel serving in the R.C.N. are given in Section C.

The rates of pay and Allowances payable in the Royal Canadian Navy are shown in Section D.

**B.—Royal Canadian Navy—Officers and Men serving in H.M. Ships and Establishments****PART I.—OFFICERS****1. R.C.N. Officers sent to England for Service with Royal Navy.**

(i) Officers of the Royal Canadian Navy, who are sent to England for service with the Royal Navy, will be appointed by the Admiralty to H.M.S. "Victory" additional, as from the date of sailing from Canada, and are accordingly, immediately on arrival in England, to proceed to join the R.N. Barracks, Portsmouth, for duty pending appointment elsewhere, unless specifically directed to the contrary.

(ii) They may, however, as an alternative, ask permission of the Commadore of the Barracks, to be granted leave pending appointment, but, in this event, any leave in excess of seven days, whilst awaiting appointment, will be deducted from their foreign service leave on return to Canada.

**2. R.C.N. Officers Vacating R.N. Appointments for Reasons other than Misconduct or Own Request.**

(i) On vacating appointments in the Royal Navy, for reasons other than misconduct or own request, Officers of the Royal Canadian Navy for whom no orders to the contrary have been received, are to be discharged to R.N. Barracks, Portsmouth, to await disposal, and are to proceed to join the Barracks for duty.

(ii) On vacating appointments in the Royal Navy, Officers of the R.C.N., for whose disposal definite orders have been issued, are to be discharged as follows:—

(a) If vacating the appointment to take up a further appointment in the R.N., the Officer is to proceed to that appointment, or if appointment does not take effect immediately, he is to join R.N. Barracks, Portsmouth, pending taking up the appointment, and is to be placed on the books of H.M.S. "Victory" additional for the intervening period.

(b) If vacating an appointment to return to Canada, he is to be discharged to R.N. Barracks, Portsmouth, pending completion of arrangements for passage, and is to be placed on the books of H.M.S. "Victory" additional from the date of discharge from his last appointment to the date (inclusive) of leaving England for Canada.

The Dépôt is to inform the Admiralty of his arrival in Barracks, and is to request information as to arrangements for his passage to Canada.

Whilst awaiting passage the Officer is to serve in Barracks, but should passage not be immediately available, he may be permitted to proceed on leave subject to the deduction of any period of such leave in excess of seven days from the foreign service leave due to him on arrival in Canada.

Pay documents are to be forwarded to H.M.S. "Victory" for adjustment of pay to date of sailing prior to forwarding the documents to H.M.C.S. "Stadacona" at Halifax, N.S.

**3. R.C.N. Officers Discharged from Appointment in R.N. at Own Request or for Misconduct.**

(i) As regards Officers of the R.C.N. who may be discharged from appointments at their own request or for misconduct, the circumstances will be specially considered in each instance by the Dominion Government, which will give instructions as to the Officer's disposal.

(ii) The pay documents of Officers vacating appointments at their own request or on account of misconduct are to be forwarded to the Director of Navy Accounts, pending decision as to the Officer's disposal.

4. *Report to be made when R.C.N. Officer is Discharged to Books of "Victory."*—Whenever an Officer is placed on the books of H.M.S. "Victory" under this Order, otherwise than by the Admiralty, a report is to be forwarded to the Admiralty, a duplicate being sent to the Chief of the Naval Staff, Ottawa.

5. *Leave of R.C.N. Officers whilst serving in the R.N.*

(i) *General Policy.*—(a) The Department of National Defence (Naval Service) of Canada has stated that the policy of the Department in availing itself of the facilities afforded by the Admiralty for service by R.C.N. Officers in H.M. Ships, is that the Officers, during their period of loan to the Royal Navy, should, in addition to receiving instruction and acquiring experience, absorb the atmosphere of the life of the Royal Navy as a means of maintaining the closest possible touch between the personnel of the Royal Canadian Navy and that of the Royal Navy.

(b) In pursuing this policy, it is necessary to arrange that R.C.N. Officers, during their period of service in the R.N. (which counts as foreign service in the R.C.N.) should live under R.N. conditions, for the maximum time during their absence from Canada, and should not, therefore, receive more leave than is given to Officers of the R.N. whilst on foreign service.

(c) The amount of foreign service leave granted to R.C.N. Officers on return to Canada, is the same as foreign service leave in the R.N., viz., 15 days for each complete period of 6 months—leave for periods of less than 6 months being reckoned at 2 days for each complete month's service. It is not desired that R.C.N. Officers should receive long periods of leave in addition to foreign service leave whilst absent in England, and it is the wish of the Department that whilst in England, they should serve continuously, either in H.M. Ships or in the R.N. Barracks.

(d) If, for urgent private affairs, they wish to be granted leave during their period of Foreign Service, they should not receive more than the maximum which they have earned up to date of making application, and such leave (except as provided in the following clauses) will be deducted from the Foreign Service Leave granted to them on their return to Canada:—

Leave granted to a Subordinate Officer of the R.C.N., whilst serving with the R.N., during the regular leave periods of the ship in which serving, will not be deducted from the Foreign Service Leave due to him on his return to Canada.

Leave granted to an Officer of the R.C.N. (whilst undergoing a Specialist Course in the R.N.) during the periods of leave granted to the Officers of the R.N. who are attending such courses, will not be deducted from the Foreign Service Leave due to the Officer on his return to Canada.

(e) As regards leave, prior to assuming appointment or whilst awaiting passage or on vacating an appointment, see paragraphs 1 and 2 (ii) (b) above.

(ii) *Leave granted to R.C.N. Officers serving with R.N. to be reported to Admiralty and to the Chief of the Naval Staff, Ottawa.*—Any leave granted either when appointed to H.M.S. "Victory," or when appointed elsewhere, which, under these instructions has to be deducted from the foreign service leave granted on return to Canada, is to be reported to the Admiralty and to the Chief of the Naval Staff at Ottawa.

(iii) *Leave of R.C.N. Officers after two years' service with the R.N.*—R.C.N. Officers serving with the R.N. may be granted leave to visit Canada after two years' absence, subject to Admiralty approval. When such leave is granted, passage to Canada will be paid by the Canadian Government. The Officers are to be discharged (not lent) to the books of H.M.C.S. "Stadacona," Halifax, from the date of sailing for Canada. Free passage to Canada after two years' service with the R.N. will not be granted to Officers who, having taken a portion of their foreign service leave in England, have less than 28 days' leave due to them.

Officers whose homes are on the West Coast of Canada should inform Naval Service Headquarters, Ottawa, in ample time prior to their arrival in Canada, so that the question of transferring them during the period of their leave in Canada, from the books of "Stadacona" to the books of "Naden" may be considered.

Their leave will commence from the date of their arrival at their homes in Canada. Time on passage from England to Canada, and when returning, from Canada to England, will not be counted as part of their foreign service leave.

Officers proceeding to Canada for foreign service leave are to be instructed to proceed to their homes on arrival in Canada, and to report their home address and date of arrival at their home to the Chief of the Naval Staff, Ottawa, and to H.M.C.S. "Stadacona," Halifax.

Shortly prior to the completion of the number of days' foreign service leave due to them, Officers are to report to the Chief of the Naval Staff, either in writing or in person, and will then receive instructions as to their future appointments.

In normal cases they will return to England and will be instructed to report to the Admiralty for directions as to whether they are to rejoin the ship of the R.N. in which they were serving prior to leave.

(iv) *Free transportation to their homes, of Officers on returning to Canada after 12 months' foreign service, to take up an appointment in the R.C.N.*—Free transportation to and from their homes, if residents in Canada, and to and from the point on the border nearest to their homes, if residents of the United States, may be granted to Officers of the Canadian Naval Service returning from overseas to take up appointments in Canada, provided the service overseas has been continuous and has extended over 12 months, on the first occasion of their being granted leave. Free transportation includes railway fare only and does not include sleeping accommodation, subsistence or any other incidental expenses. Such additional expenses are not payable from Government funds.

(v) *Leave in England instead of in Canada after completing period of loan to the R.N.*—The Department has no objection to Officers, on completing period of loan to the R.N., taking in England the whole or a portion of the foreign service leave due to them, if they desire to do so, prior to returning to Canada.

In such cases, the Officer will be discharged to H.M.C.S. "Stadacona" for foreign service leave and for passage to Canada from date he goes on leave, and on arrival in Canada, after completing leave, will carry out the instructions which he has received from the Department as to his subsequent movements.

Officers desiring to avail themselves of this concession must forward application through the usual Service channels for permission to take their foreign service leave in England, in ample time to admit of obtaining instructions as to their movements on arrival in Canada subsequent to leave.

6. *Medical Examination of R.C.N. Officers Retired whilst serving with the R.N.*—If approval is given for the retirement of Officers of the R.C.N. whilst serving in H.M. Ships, a medical examination on discharge is to be carried out by the Medical Officer of the ship in which they are serving. The report of medical examination is to be forwarded to the Chief of the Naval Staff, Ottawa, and a copy of the report to the Medical Director General, Admiralty.

7. *Procedure when R.C.N. Officers are Recommended for Invaliding whilst serving with the R.N.*—R.C.N. Officers who, whilst serving with the R.N., are, as a result of medical survey, recommended for invaliding, are to continue on full pay until termination of their services in the R.C.N. is approved.

(ii) If, as in normal circumstances will be the case, they wish to return to Canada for final discharge, they are to be dealt with as prescribed in paragraph 2—"R.C.N. Officers vacating R.N. appointments for reasons other than misconduct or own request."

(iii) If they are unfit to travel, Admiralty decision as to their disposal is to be obtained.

(iv) If they wish to remain in England instead of returning to Canada for invaliding, telegraphic report should be made to the Admiralty, stating (a) name and rank; (b) nature and date of origin of the disability and whether due to service; (c) summary of recommendation of Board of Survey; (d) whether further medical treatment necessary. The Admiralty will inform the Chief of the Naval Staff, Ottawa, and the latter will communicate his wishes as regards further treatment, transfer of the case to the representative of the D.P. and N.H. in England, etc.

Officers who are recommended for further treatment, who elect to be discharged in Great Britain or Ireland, are to be informed prior to discharge that their unwillingness to return to Canada for treatment will be considered by the Department of National Defence and by the Board of Pension Commissioners for Canada, as a refusal to accept such treatment, and the matter of a claim for pension will be dealt with accordingly.

(v) Whether the Officer wishes to remain in England or not, the report of Medical Survey, in triplicate, is to be forwarded to the Admiralty as soon as possible for transmission to the Chief of the Naval Staff, Ottawa.

*Note.*—Officers falling sick—see paragraph 17 (iii).

8. *Service and Promotion of Subordinate Officers of the R.C.N.*—Executive and Engineer Officers of the R.C.N. will serve in H.M. Ships until they have completed their courses for promotion to Lieutenant, and Engineer Lieutenant or Lieutenant (E).

Paymaster Cadets and Paymaster Midshipmen will serve in H.M. Ships until they have been promoted to Paymaster Sub-Lieutenant or to Paymaster Lieutenant, as may be found necessary in each case, according to appointments for them which are available in Canada.

The regulations for promotion of Officers of the R.C.N. are the same as for Officers of the R.N. The Admiralty will arrange the dates of the promotion of Subordinate Officers of the Executive, Engineer and Accountant Branches of the R.C.N. according to those regulations.

Promotion from Sub-Lieutenant to Lieutenant will be made by Ottawa.

9. *Recommendations for promotion of R.C.N. Officers serving in the R.N.*—Recommendations for promotion of R.C.N. Officers are to include particulars of the position (if any) in the station order of merit in which each Officer would have been placed if he had belonged to the Royal Navy. The total number in order of merit and the total number recommended should also be shown. Recommendations for promotion are to be sent in on separate forms.

Duplicate copies of Forms S.596 and S.206 relating to R.C.N. Officers should be transmitted by the Commander-in-Chief or Senior Officer concerned, direct to the Chief of the Naval Staff, Department of National Defence, Ottawa, Canada, in sufficient time to arrive by 1st June and 1st December each year.

*Service Certificates Recommendations.*—The attention of Commanding Officers is called to the necessity for issuing certificates (S.450) to Officers of the R.C.N. serving in the Royal Navy. Half-yearly recommendations for promotion should be forwarded direct to the Chief of the Naval Staff, Ottawa, on Form S.206.

## PART II.—MEN

### RATINGS OF THE ROYAL CANADIAN NAVY SERVING WITH THE ROYAL NAVY.

10. *Courses.*—The Admiralty provide facilities for men of the R.C.N. to undergo courses in the Technical Schools of the R.N. and, in certain cases, permit men to serve in H.M. Ships to acquire experience.

When a rating of the R.C.N. is sent to one of H.M. Ships or Establishments, the Chief of the Naval Staff, Ottawa, will inform the Admiralty as to whether, on the expiration of his course, etc., he should be sent to "Stadacona" at Halifax, or to "Naden" at Esquimalt.

11. *Reports to be rendered of Entry, Discharge, etc.*—On receipt of Royal Canadian Navy ratings from their own service and on discharge for reversion thereto, His Majesty's Ships and Establishments concerned are to render to the Admiralty (Registry of Personnel) Forms S.160 (Return of Entries, etc.) or S.161 (Return of Changes) respectively. S.161 is also to be forwarded on all occasions similar to those on which it is rendered for R.N. ratings. Form S.165 (Report of Movements) is to be completed as occasion arises.

12. *Leave.*—The period of service of men of the R.C.N. whilst in ships of the R.N., counts as foreign service and carries with it foreign service leave on the scale authorised.

Men of the R.C.N., sent to England for courses, may be granted by the Commanding Officer of H.M. Ship or Establishment in which they are serving, leave up to 14 days on completion of the course and before returning to Canada.

The leave so granted is to be noted on the man's transfer list, and will be deducted from any foreign service leave due to him on his return to Canada.

Leave granted to a rating of the R.C.N. (whilst undergoing a non-substantive course in the R.N.) during the periods of leave granted to the ratings of the R.N. who are attending such courses, will not be deducted from the Foreign Service Leave due to the rating on his return to Canada.

13. *Passage to Canada.*—The Commanding Officer of H.M. Ship or Establishment in which a man of the R.C.N. is serving, should inform the Admiralty three weeks prior to completion of his course as to when he will be available to return to Canada (taking into account any leave which the man has requested) in order that the necessary arrangements for his passage may be made.

14. *Procedure when a Rating of the R.C.N. is Recommended for Invaliding whilst serving with the R.N.*—The procedure followed will be the same as in the case of Officers—see paragraph 7 above.

*Note.*—Men falling sick—see paragraph 17 (iii).

## PART III.—OFFICERS AND MEN

## PAY AND ALLOWANCES AND INSTRUCTIONS FOR ACCOUNTANT OFFICERS, ETC.

15. *Pay and Allowances.*—

(i) The transfer lists of R.C.N. Officers and men lent for service with the Royal Navy, will specify their rates of pay and duty allowances in sterling. Should an Officer of the R.C.N. become entitled to an increase of pay or to a grant of any duty allowance whilst serving with the R.N., application is to be made to the Chief of the Naval Staff, Ottawa, for authority to make or commence the payment.

(ii) *Hard Lying Money and Extra Pay*—including Gunnery Proficiency and Rifle and Pistol Prize Money—is payable to ranks and ratings of the R.C.N. serving in H.M. Ships at the rates and under the conditions laid down in K.R. & A.I. Separate forms, S.9 etc., covering credits to R.C.N. personnel, should be rendered as enclosures to the ledger for transmission to Canada in support of the claim on that Government.

(iii) *Difference of Mess Subscription* is payable to Gun Room and Warrant Officers of the R.C.N. when messed in the ward room of H.M. Ships, at the rates shown hereunder :—

(a) To Gun Room Officers ... .. 9d. a day.

(b) To Commissioned Officers from Warrant Rank and  
Warrant Officers ... .. 1s. a day.

(iv) *Income Tax* is not chargeable on the ledger of H.M. Ships against Officers or men of the R.C.N. The Department forwards annually, to each Officer and man of the R.C.N., an Income Tax Form with instructions as to completing and rendering the form, and as to remitting the amount of his Income Tax direct to the Commissioner of Taxation, Ottawa.

(v) *Grog Money.*—Petty Officers and men who do not take up the spirit ration, should be credited with grog money in accordance with the provisions of Article 1832, King's Regulations and Admiralty Instructions.

(vi) *Servant's Allowance* is not payable to Officers of the R.C.N. whilst serving in the R.N.

(vii) *Travelling Expenses.*—Claims for travelling expenses incurred by Officers and men in proceeding from Canada to join Ships and Establishments of the R.N. are to be forwarded to the Secretary to the High Commissioner for Canada, Canada House, Trafalgar Square, London, for transmission to the Chief of the Naval Staff, Ottawa, for authority of payment.

(viii) *Lodging, Provision, Leave, and Subsistence Allowances.*—Officers and men are to be paid lodging, provision, leave, and subsistence allowances under the conditions and at the rates applicable to officers and men of the Royal Navy, except as under :—

The following special rates of subsistence are payable to R.C.N. Officers holding the following appointments :—

<i>Appointment.</i>	<i>Rank.</i>	<i>Rate per diem.</i>	
Duty inside Admiralty ...	Commander and above	First 15 days	\$10.00
		Thereafter ...	\$8.00
	Lieutenant-Commander	First 15 days	\$8.00
		Thereafter ...	\$6.00
Imperial Defence College...	Commander and above	First 15 days	\$10.00
		Thereafter ...	\$8.00
R.N. College, Greenwich ...	Commander ... ..	First 15 days	\$8.00
		Thereafter ...	\$6.00
	Lieutenant-Commander	First 15 days	\$6.00
		Thereafter ...	\$4.00

*Note.*—One shilling equals 25 cents.

The above rates are to be credited and paid in the same manner as Lodging and Provision Allowances.

(ix) *Clothing.*—Clothing, etc., will be issued on repayment for cash.

(x) *Free issue of kit on advancement.*—Any petty officer or man of the Royal Canadian Navy promoted to a higher rating, necessitating a change of uniform, will be provided with the necessary articles of clothing gratuitously, or when only minor

alterations are necessary, will be provided with the articles such as buttons, badges, etc., required for altering existing uniforms. No cash outfit gratuity is payable. The cost of articles of uniform issued is to be reclaimed from the Canadian Government.

(xi) *Kit upkeep allowance* at the following annual rate is payable to R.C.N. ratings serving in H.M. ships and establishments :—

Chief Petty Officers	...	...	...	...	£12	0	0
Petty Officers and men dressed as seamen	...	...	...	...	8	0	0
Petty Officers and men not dressed as seamen	...	...	...	...	11	4	0

The allowances are payable while men are undergoing detention but are not payable during periods of imprisonment. They are not to be paid to ratings who are employed on services where free replacement of clothing is authorised on account of the nature of the service.

Kit upkeep allowance is to be credited on the ledger quarterly, the proper proportion being credited on the 1st day of each quarter, any balance creditor being paid at settlement on the last day of the quarter.

Any petty officer or man promoted to a higher rating who is provided with a gratuitous issue of clothing to complete his kit is to be credited with kit upkeep allowance from the date of such promotion, his account being adjusted in the current quarter's ledger by crediting the difference in rate for the unexpired portion of the quarter.

Petty officers with one year's service as such and confirmed in that rating are to be paid kit upkeep allowance at the higher rate from the date that the uniform is changed.

16. *Allotments*.—(a) Payment of allotments of all Canadian officers and men being made from Ottawa, all new allotments within the ordinary limits are to be executed in dollars, and invariably notified to the Financial Superintendent, Department of National Defence (Naval Service), Ottawa, for payment.

(b) The appropriate charges against pay in respect of these allotments are to be made at the rate of \$4.86½ to the pound sterling.

(c) Alterations and stoppages of allotments are similarly to be notified to the Financial Superintendent, Department of National Defence (Naval Service), in time to reach Ottawa at the latest by the 15th of the month in which the change occurs. Where necessary, the stoppage should be notified by cablegram, the cost of which will be chargeable to Canadian funds.

17. *Ledger Accounts*.—The Ledger Accounts of officers and men of the R.C.N., whilst serving in H.M. Ships and Establishments, are to be rendered on separate lists—14 R.C.N.; 17 R.C.N.—of the ledger, and pay and victualling shown separately in the abstracts.

(ii) *Discharge involving cessation of pay to be reported*.—Particular care is to be taken that all cases of discharge involving the cessation of Naval pay are reported to the Chief of the Naval Staff, Ottawa, as they occur.

In the case of desertion, the report should be made by W/T or cable. Where it is found necessary to furnish information to Ottawa by cable, the cost of the message should be charged to the Canadian Government.

(iii) *Officers and men falling sick. Continuation of pay*.—

(a) Officers and men of the R.C.N. who fall sick whilst serving in H.M. Ships and Establishments, but who are not cases for invaliding, will, whether the sickness is due to causes within or beyond their control, continue in receipt of full pay until cured, or until information is received from the Chief of the Naval Staff as to the date on which they should cease pay, or, in the case of men, as to whether, and from what date, hospital charges should be charged.

(b) Officers and men of the R.C.N., whilst serving on loan to the R.N., may be sent on such sick leave as is recommended by the Authorities of the R.N.

(c) When an officer or man falls sick with a complaint which is likely to require long treatment or sick leave, the ship on whose books he is borne is to obtain from the hospital in which he is confined a report as to his sickness, and its probable duration, and is to forward the report to the Chief of the Naval Staff.

*Note*.—Procedure when R.C.N. Officers or men are recommended for invaliding when serving with the R.N.—see paragraphs 7 and 14.

## C.—R.N. Personnel on Loan to R.C.N.

## PART I

*Officers and Men of the R.N. about to take Service in the R.C.N.*

The pay accounts of officers appointed to the R.C.N. direct from full pay or unemployed pay at the full pay rate are to be closed on the date immediately preceding that of the commencement of their R.C.N. appointment, and balances are to be paid in full up to that date by the Accountant Officers of their ships prior to transfer. Transfer Lists (S.45) are then to be forwarded direct to the Financial Superintendent, Department of National Defence, Ottawa (who, after notation, will transmit them to H.M.C. Establishment concerned), and duplicates are to be sent to the Director of Navy Accounts.

2. When ratings are selected for service in the Royal Canadian Navy they should be paid by the Accountant Officer of their ship up to the date of their discharge from the Royal Navy, Transfer Lists (S.45) being forwarded without delay direct to the Financial Superintendent, Department of National Defence (Naval Service), Ottawa, and duplicates to the Director of Navy Accounts.

3. In order to provide that officers and ratings definitely transferred or on loan to the R.C.N. shall have an opportunity to revise their contributions to their dependants on being placed on R.C.N. rates of pay, and in order to avoid hardship through a break in the continuity of payment to the dependants by reason of the officer's or man's transfer, the allotment (and any allowances in force in respect of ratings) at the time of the transfer will not necessarily be discontinued, and any adjustments or stoppages should be left for arrangement between the Director of Navy Accounts and the Canadian Government.

The allotments of officers and ratings selected for service in the R.C.N. should not, therefore, be regarded as stopped on transfer, but particulars of the allotment should be shown on the Transfer Lists forwarded to the Financial Superintendent, Department of National Defence, Ottawa, and Director of Navy Accounts as for transfers in the R.N.

4. Ratings selected for loan to the Royal Canadian Navy are to sign the usual agreement form in triplicate before leaving dépôt. One copy thereof is to be forwarded to the Chief of the Naval Staff of Canada, Department of National Defence, Ottawa, Canada; one copy enclosed in the man's Service certificate, and the third copy forwarded to the Director of Navy Accounts.

5. Advances of R.C.N. pay, not exceeding three months' pay for officers and one month's pay for ratings, less allotments in each case, may be made if desired. The payments should be brought to account on the ledger, on the separate lists for R.C.N. personnel and appropriately noted on their Transfer Lists.

Advances for travelling and subsistence expenses should be dealt with in accordance with the instructions issued in the Consolidated Fleet Order on Travelling and Subsistence expenses of R.N. and R.M. officers and men.

## PART II

## A.—Conditions of Loan of Officers

Officers of the Royal Navy are lent to the Royal Canadian Navy for such term of years (usually 2 years for sea-going appointments and 3 years for shore appointments) as may be approved by the Admiralty upon request by the Department of National Defence. The period of loan of R.N. Officers commences from 14 days prior to date of sailing for Canada.

The conditions of loan are as follows :—

1. *Leave*.—Foreign service leave, in accordance with Canadian regulations in force at the time leave becomes due, will be granted on expiration of period of loan. Long leave during the period of loan will not be granted, but periods of short leave may be granted at the discretion of the Commanding Officer. In the event of long leave being granted under special circumstances, such leave will be deducted from the amount of foreign service leave due on completion of term of loan.

2. (a) *Sick Leave*.—An officer who is sick at the date of the expiration of his agreement will normally be retained on Canadian pay (under Canadian sick leave regulations) until fully fit or until reported permanently unfit for further Royal Canadian Navy service.

(b) The foreign service leave earned (*vide* Clause (1) above) will be granted on the expiration of the full pay sick leave.

3. *Curtailment of leave by R.N. appointment.*—Should an Officer be required for service in the Royal Navy before his R.C.N. leave has expired, full pay will not be issued from R.N. funds until the expiration of the period for which R.C.N. pay has been issued, as full pay from Imperial and R.C.N. funds cannot be issued concurrently. If, however, the duration of the R.N. appointment does not exceed 91 days (exclusive of any balance of leave due in respect thereof) the officer will be entitled to an extension of leave on full pay at R.N. rates, commencing as from the date following that of the expiration of the balance of R.N. leave, for the period by which the R.C.N. leave has been curtailed.

4. *Discipline.*—Officers of the R.N. whilst lent to the R.C.N. will be subject to the acts and regulations governing the Canadian Naval Forces.

5. *Pay and Allowances.*—Will be as laid down in the "Pay and Allowance Regulations" for the Royal Canadian Navy (*see* Section D).

*Note.*—Officers lent to the R.C.N. will draw no pay and allowances from the Admiralty during such service or during leave in respect thereof. (*See* paragraph 12, Superannuation Acts Rules, Appendix XVI, King's Regulations and Admiralty Instructions, as regards retired pay in the event of retirement from the R.N. during Canadian service.)

6. *Time.*—All time served on loan to the R.C.N. will count for all purposes as time served in the Royal Navy.

7. *Promotion.*—(a) If during the period of loan the Officer is promoted by the Admiralty, his promotion will be duly notified to the Canadian authorities, and he will be paid according to his new rank.

(b) If no appointment in the new rank is available in the R.C.N. the Department is free to terminate the agreement of the Officer, but the Officer will draw the pay of his new rank from the date of promotion until the expiration of leave.

8. *Passage and Expenses Allowed.*—(a) Cost of personal passage out and home will be defrayed by the Department of National Defence. Passage for wives and families out and home will be granted only in the case of certain shore appointments in Canada.

(b) Freight on baggage according to the scale laid down in King's Regulations is allowed at Government expense.

(c) Officers of the R.N. on completion of period of loan to the R.C.N. may, if they wish to do so, and subject to the approval of the Department of National Defence, find their own way to England. In such cases they will be allowed a sum covering their normal expenses had they proceeded home in the usual manner, excepting those incurred for conveyance of the regulation quantity of luggage allowed to be carried at the public expense. Full particulars are published in the Canadian Naval Regulations.

#### B.—Conditions of Loan of Men

Men of the Royal Navy are lent to the Royal Canadian Navy for, in normal cases, a period of two years under the following conditions:—

(1) *Period of Loan—Two Years.*—This period will include foreign service leave and the time of passage out and home. The period of loan may be extended by one year, subject to approval of the Admiralty and the Chief of the Naval Staff.

(2) *Leave.*—(a) Foreign service leave will be granted on the usual scale of seven days for each completed period of six months' service, with one day for each completed month of service for periods of less than six months, calculated from date of commencement of loan to date of arrival in England for return to the Royal Navy.

(b) Except as provided below, long leave during the period of service will not be allowed, but periods of short leave will be granted from time to time at the discretion of the Commanding Officer.

(c) In exceptional circumstances long leave may be granted to men of the R.N. whilst serving with the R.C.N. at the discretion of the Senior Naval Officer, any such leave granted being deducted from foreign service leave.



- (3) *Time*.—All time served on loan will count for all purposes as time served in the Royal Navy, except that, if the first period of R.N. engagement expires during such loan, time subsequent to such expiry shall only count in the event of re-engagement in the Royal Navy to complete time for pension.
- (4) *Discipline*.—Men of the R.N. whilst lent to the R.C.N. will be subject to the acts and regulations governing the Dominion Naval Forces.
- (5) *Pay and Allowances*.—Pay will be as laid down in "Pay and Allowance Regulations" of the Royal Canadian Navy—*see* Section D.  
Ratings lent to the Royal Canadian Navy will draw no pay and allowances from the Admiralty during such service.
- (6) *Advancement*.—The conditions of advancement of ratings on loan to the Royal Canadian Navy will be generally similar to those in the Royal Navy (*see* A.F.O. 1212/35).
- (7) *Passage*.—(a) Cost of personal passage out and home will be defrayed by the Department of National Defence.  
(b) Free passages for wives and families will not be granted.  
(c) Freight on baggage according to the scale authorised by Canadian Naval Regulations is allowed at Government expense.  
(d) Ratings of the Royal Navy serving on loan in the Royal Canadian Navy will not be granted assisted transportation when proceeding on leave in Canada.  
(e) Royal Navy ratings who on completion of their loan period sign a Continuous Service Engagement for service in the Royal Canadian Navy will not be entitled to transportation to England.
- (8) *Pensions Insurance*.—Insurable R.N. ratings continue to be liable for contributions in respect of Pensions Insurance while serving under loan agreements with the R.C.N.

### PART III

#### *Officers and Men of the Royal Navy returning from Service in the R.C.N.*

1. Officers of the R.N. returning from the R.C.N. for reversion to the R.N. are to be borne nominally on the books of H.M.S. "Victory" for disciplinary purposes only, from the date of arrival in England to the date of expiration of their R.C.N. leave. During this period payment will be made to them in full from Canadian sources.
2. A transfer List will be forwarded from Canada to H.M.S. "Victory," showing the period for which such officers should be borne nominally on that dépôt's books, a notation being made that payment has been effected direct from Canada for such period.
3. Men returning for reversion to the Royal Navy are to be borne nominally on the books of their respective dépôts from the date of arrival in England to the date of expiration of their R.C.N. leave, and will be instructed to join their barracks on the day following termination of foreign service leave irrespective of the date upon which their two years' period of loan terminates. Men will be provided with leave tickets showing date of expiration of their leave. Transfer Lists, together with the men's Service certificates, conduct sheets, medical history sheets, etc., will be forwarded to the Commanding Officer, H.M.S. "Victory," Portsmouth, with a covering letter asking that these documents may be sent to their respective dépôts with as little delay as possible. Complete settlement of pay accounts at Canadian rates of pay will be made from Canada.
4. *Allotments*.—Naval and Marine personnel who are utilising the allotment system are to be afforded, at the earliest opportunity, facilities for varying their allotment commitments in the light of their requirements upon reverting to R.N. and R.M. rates of pay, subject to the limits prescribed by Article 1756, clause 3 (a) King's Regulations and Admiralty Instructions.

With a view to ensuring continuity of support of wives and other dependants, men of the R.N. and R.M. returning to England, whose dependants are residing abroad should, upon first appearance in dépôt, be encouraged to declare new or revised allotments in their favour.

- (i) Present address of wife.
- (ii) Whether she is following him to this country and, if so, the approximate date of arrival.
- (iii) If she is not proceeding to this country, the reason for remaining abroad.
- (iv) Names and ages of his children under 14 years.
- (v) Name and address of guardian of children, if motherless.
- (vi) Amount of allotment in force in favour of wife or guardian on reversion to R.N. rates of pay.

## PART I

*Per diem.*

**\$**

[illegible]





	<i>Per diem.</i> \$
<i>Signal Branch</i>	
Signal Boy ... ..	60
Ordinary Signalman— (i) For first six months in man's rating	1·35
(ii) With over six months' service as such	1·60
Signalman ... ..	2·00
Leading Signalman ... ..	2·25
Yeoman of Signals ... ..	2·65
After 3 years ... ..	2·75
After 6 years ... ..	2·85
Chief Yeoman of Signals ... ..	3·05
After 3 years ... ..	3·20
After 6 years ... ..	3·35
After 9 years ... ..	3·50
<i>Telegraphist Branch</i>	
Boy Telegraphist ... ..	60
Ordinary Telegraphist— (i) For first six months in man's rating	1·35
(ii) With over six months' service as such	1·60
Telegraphist ... ..	2·00
Leading Telegraphist ... ..	2·25
Petty Officer Telegraphist ... ..	2·65
After 3 years ... ..	2·75
After 6 years ... ..	2·85
Chief Petty Officer Telegraphist ... ..	3·05
After 3 years ... ..	3·20
After 6 years ... ..	3·35
After 9 years ... ..	3·50
<i>Sailmaker Branch</i>	
Sailmaker's Mate ... ..	2·05
Sailmaker ... ..	2·65
After 3 years ... ..	2·75
After 6 years ... ..	2·85
Chief Sailmaker ... ..	3·05
After 3 years ... ..	3·20
After 6 years ... ..	3·35
After 9 years ... ..	3·50
<i>Stoker Branch</i>	
Stoker— 2nd Class— (i) For first six months' in man's rating	1·35
(ii) With over six months' service as such	1·60
1st Class ... ..	2·00
Acting Leading Stoker ... ..	2·25
Leading Stoker ... ..	2·25
Stoker Petty Officer ... ..	2·65
After 3 years ... ..	2·75
After 6 years ... ..	2·85
Chief Stoker ... ..	3·05
After 3 years ... ..	3·20
After 6 years ... ..	3·35
After 9 years ... ..	3·50

									<i>Per diem.</i>
									\$
<i>Mechanicians</i>									
Mechanician	...	...	...	...	...	...	...	...	3·05
After 3 years	...	...	...	...	...	...	...	...	3·20
After 6 years	...	...	...	...	...	...	...	...	3·35
After 9 years	...	...	...	...	...	...	...	...	3·50
After 12 years	...	...	...	...	...	...	...	...	3·65
Chief Mechanician—									
2nd Class	...	...	...	...	...	...	...	...	3·80
1st Class	...	...	...	...	...	...	...	...	4·05
<i>Engine Room Artificers, Electrical Artificers, Ordnance Artificers</i>									
Artificer—									
5th Class	...	...	...	...	...	...	...	...	2·10
Acting 4th Class	...	...	...	...	...	...	...	...	3·05
4th Class	...	...	...	...	...	...	...	...	3·05
3rd Class	...	...	...	...	...	...	...	...	3·15
2nd Class	...	...	...	...	...	...	...	...	3·25
1st Class	...	...	...	...	...	...	...	...	3·50
Chief Artificer—									
2nd Class	...	...	...	...	...	...	...	...	3·80
1st Class	...	...	...	...	...	...	...	...	4·05
<i>Shipwrights</i>									
Shipwright—									
5th Class	...	...	...	...	...	...	...	...	2·10
4th Class	...	...	...	...	...	...	...	...	3·05
3rd Class	...	...	...	...	...	...	...	...	3·15
2nd Class	...	...	...	...	...	...	...	...	3·25
1st Class	...	...	...	...	...	...	...	...	3·50
Chief Shipwright—									
2nd Class	...	...	...	...	...	...	...	...	3·80
1st Class	...	...	...	...	...	...	...	...	4·05
<i>Blacksmiths, Plumbers, Painters, Joiners, Coopers</i>									
5th Class	...	...	...	...	...	...	...	...	2·10
4th Class	...	...	...	...	...	...	...	...	2·60
3rd Class	...	...	...	...	...	...	...	...	2·70
2nd Class	...	...	...	...	...	...	...	...	2·80
1st Class	...	...	...	...	...	...	...	...	2·90
After 3 years	...	...	...	...	...	...	...	...	3·00
Chief	...	...	...	...	...	...	...	...	3·20
After 3 years	...	...	...	...	...	...	...	...	3·30
After 6 years	...	...	...	...	...	...	...	...	3·60
<i>Armourers</i>									
Probationary Armourer's Crew	...	...	...	...	...	...	...	...	2·10
Armourer's Crew	...	...	...	...	...	...	...	...	2·60
Armourer's Mate	...	...	...	...	...	...	...	...	2·70
Armourer	...	...	...	...	...	...	...	...	2·80
After 3 years	...	...	...	...	...	...	...	...	2·90
Chief Armourer	...	...	...	...	...	...	...	...	3·20
After 3 years	...	...	...	...	...	...	...	...	3·30
After 6 years	...	...	...	...	...	...	...	...	3·60
<i>Sick Berth Staff</i>									
Sick Berth Attendant—									
(i) For first six months in man's rating	...	...	...	...	...	...	...	...	1·60
(ii) With over six months' service as such	...	...	...	...	...	...	...	...	1·95
Leading Sick Berth Attendant	...	...	...	...	...	...	...	...	2·25
Sick Berth Petty Officer	...	...	...	...	...	...	...	...	2·65
After 3 years	...	...	...	...	...	...	...	...	2·75
After 6 years	...	...	...	...	...	...	...	...	2·85







B.—In respect of children only									<i>All ratings. Per diem. \$</i>
1 child	...	...	...	...	...	...	...	...	0·50
2 children	...	...	...	...	...	...	...	...	0·75
3 children	...	...	...	...	...	...	...	...	1·00
4 or more children	...	...	...	...	...	...	...	...	1·25

6. (a) Marriage allowance shall be credited to the rating concerned and by him shall be allotted to his wife or to the guardian of his children (except as provided in clause (f)).

(b) Except as provided in clause (f), marriage allowance shall not be paid unless the rating himself allots, in addition to the full amount of marriage allowance, the following number of days' pay of his rating, exclusive of allowances in the cases shown :—

For wife	...	...	...	...	...	...	...	15 days' pay.
For one motherless child	...	...	...	...	...	...	...	5 days' pay.
For two motherless children	...	...	...	...	...	...	...	10 days' pay.
For three or more motherless children	...	...	...	...	...	...	...	15 days' pay.

(c) If a voluntary allotment is not made, compulsory allotment, at the appropriate rate as shown above, plus full amount of marriage allowance, which will be credited, may be put in force against the rating by order of the Commanding Officer, with the approval of headquarters; if a compulsory allotment is put in force the rating concerned will be informed. Should he object and submit reasons for his objection, it will be decided by the Minister of National Defence whether the compulsory allotment shall be continued. If the compulsory allotment is discontinued, marriage allowance will also be discontinued.

(d) Marriage allowance shall not be paid to a rating who is not living with his wife, for reasons other than the exigencies of the Service, except for children left in his care after divorce or judicial separation as provided in clause (e). If any rating in receipt of marriage allowance ceases to live with his wife (for any reasons other than the exigencies of the Service) and fails to notify the fact to his Commanding Officer, he will be liable to be charged with an overpayment of marriage allowance which may in consequence occur.

(e) If a rating is divorced or separated from his wife by order of a court, but has the custody of a child or children as defined in clause 4 (c), either personally or through a guardian appointed on his behalf, marriage allowance will be payable at the rates laid down in paragraph 5 B, subject to clauses (a) and (b) above.

(f) If a rating who is a widower, or is divorced or separated from his wife by order of a court, has the custody of a child or children and is maintaining them in his immediate care (no legal guardian having been appointed), marriage allowance may be credited without the declaration of any allotment, provided the Commanding Officer is satisfied that a suitable home is being maintained. The Commanding Officer is to report particulars of such cases to headquarters for information, a duplicate being forwarded with the ledger to support the credit of marriage allowance.

7. All applications for marriage allowance must be supported by certificate of marriage, birth certificate in the case of children, or other unimpeachable evidence as to marriage, birth, or guardianship.

8. For the purpose of mulcts, marriage allowance is not to be considered as part of the daily rate of pay.

9. Payment of marriage allowance shall be continued for any period during which its recipient is undergoing punishment in cells, detention or imprisonment, unless he is ordered to be dismissed or discharged from His Majesty's Service at the expiration of his sentence.

10. Marriage allowance is not payable to ratings in receipt of consolidated pay.

11. The regulations governing payment of marriage allowance are to be explained to all newly entered men in order that, when necessary, allotments, effective from date of entry, may be declared.

12. Any question arising as to the interpretation of these regulations shall be decided by the Minister of National Defence.

## PART VI

## ALLOWANCES IN LIEU OF LODGING, PROVISIONS, FUEL AND LIGHT.

Allowances in lieu of lodgings, provisions, fuel and light, shall be paid on the following scale :—

	Lodging, Fuel and Light.	Provisions.	Consolidated Allowance.
	Per diem \$	Per diem. \$	Per diem. \$
Captains and officers of corresponding rank ...	2.25	0.85	3.10
Commanders and officers of corresponding rank	2.00	0.85	2.85
Lieutenant-Commanders and officers of corresponding rank.	1.75	0.85	2.60
Lieutenants and officers of corresponding rank	1.50	0.85	2.35
Sub-Lieutenants, commissioned officers from warrant rank and subordinate officers.	1.25	0.85	2.10
Warrant officers ... ..	1.00	0.85	1.85
All ratings ... ..	0.60	0.85	1.45

Per diem.  
\$

Allowance in lieu of provisions as per Article 1673, King's Regulations ... .. 0.85  
 Fuel and light allowances to officers provided with official residences :—

Captains, Commanders and officers of corresponding rank ... 1.00  
 Other commissioned officers ... .. 0.75  
 Commissioned officers from warrant rank and warrant officers... 0.50

(See Section B, Part III, paragraph 15 (viii)—When lent to R.N.)

## PART VII

## SUBSISTENCE ALLOWANCE.

(Subsistence when lent to Royal Navy, see Section B, Part III, paragraph 15 (viii).)

*Subsistence Allowance.*—Officers and ratings of the Royal Canadian Navy, when proceeding on duty from their ship or establishment, under Naval Orders, shall be entitled to their actual and necessary transportation and travelling allowance in addition, in accordance with these Regulations, to cover their expenses at the following daily rates :—

Rank.	For period not exceeding 15 days in one place.	After 15 days in one place and for a further period not ex- ceeding 92 days.
	\$	\$
Captains and officers of corresponding rank...	8.00	5.00
Commanders, Lieut.-Commanders and officers of corresponding rank.	6.00	4.00
Other commissioned officers ... ..	5.00	4.00
Commissioned Warrant, Warrant and subordinate officers.	3.50	3.00
C.P.O.s and P.O.s ... ..	3.00	2.50
Men and boys below the rating of P.O. ...	2.75	2.25

2. The rates as laid down in paragraph 1 are intended to cover all expenses for hotel accommodation, meals, and other charges except railroad and other transportation, and, when necessarily incurred and allowed, hire of taxis, scales for which are published in Canadian Naval General Orders. Gratuities to hotel porters, servants, cabmen, etc., are not admissible. On ocean passages stewards' fees will be allowed up to a maximum of \$10.00 for commissioned officers; \$5.00 for commissioned warrant, warrant, and subordinate officers; and \$3.00 for chief

petty officers, petty officers, and men, and in the case of parlour and sleeping car accommodation, a reasonable fee for services rendered may be allowed, not exceeding rates to be authorised in Canadian Naval General Orders.

3. When the period of absence is less than 24 hours, only actual and reasonable expenses for meals, etc., will be allowed, not to exceed in any event the travelling allowance authorised for full period of 24 hours. The rates for meals will not exceed—

									\$
Breakfast	...	...	...	...	...	...	...	...	1·00
Lunch	...	...	...	...	...	...	...	...	1·25
Dinner	...	...	...	...	...	...	...	...	1·50

4. When the period of absence exceeds 24 hours, the full daily rate for each complete period of 24 hours which has elapsed from the time the officer or rating left his ship or establishment, until his return thereto, will be paid, but any fraction of 24 hours at termination of the journey will be disregarded if less than six hours; if between six and twelve hours, the period will count as half a day; if twelve hours or over, as a day.

5. The time an officer or rating leaves, or returns to, his ship or establishment is to be interpreted as the actual time of departure or arrival of trains.

6. In the case of officers and ratings travelling by a steamer or otherwise, when the cost of transportation includes meals, travelling allowance is not authorised.

7. When the duration of the duty in any one place exceeds 107 days, the allowance will cease unless the case is referred to the Minister, who may authorise the continuance of the allowance or any lower rate.

8. The allowance is not authorised for officers or men travelling in a body or when drafts are being moved from one ship or establishment to another. In such cases duly authorised arrangements for their transport, maintenance, etc., will be carried out.

9. Expenses for transportation by road, except in cases in which the use of private motor cars is authorised by headquarters, are allowed only when necessarily incurred and when no Service transport is available.

10. Payment of subsistence allowance generally is governed by Article 1666, King's Regulations and Admiralty Instructions.

11. In case of officers or ratings proceeding on duty in Canada or elsewhere, when circumstances arise where the rates of subsistence allowance are not equitable, the Minister may authorise a special allowance, either higher or lower than those provided in the foregoing regulations, but in no case to exceed \$10 per diem.

12. Subsistence allowance will not be paid to officers or ratings while at Halifax or Esquimalt for temporary duty, if accommodation for them is available in R.C.N. barracks.

13. Application is to be made to R.C.N. barracks for accommodation to be provided, and if accommodation cannot be obtained, a notation to that effect is to be made on the claim for travelling expenses.

## PART VIII

### KIT UPKEEP ALLOWANCE.

The following annual allowances are approved for the upkeep of kit :—

	\$
Chief petty officers	60·00
Petty officers and men dressed as seamen	40·00
Petty officers and men not dressed as seamen	56·00
Submarine kit upkeep allowance	7·00

(See Section B, Part III, paragraph 15—When lent to R.N.)

*Outfit Gratuity.*—Petty officers and men promoted to warrant rank will be granted an outfit gratuity of \$300·00 to provide themselves with the necessary uniform as follows :—

\$250·00 on promotion to acting warrant rank, \$50·00 on confirmation.

This gratuity is to be credited on the ledger and paid as above.

(A.F.O. 1212/35.)

**\*3002.—State Insurance**

(P.M. 3313/35.—12.12.1935.)

*(This reprint embodies A.F.O. 1542/36.)*

In accordance with the provisions of the Widows', Orphans', and Old Age Contributory Pensions Act, 1925, increased rates of Pensions Insurance contributions become payable in respect of insured persons with effect from the week commencing with the first Monday in January, 1936. In the case of Naval ratings and Royal Marines, and of insured Reservists, including Officers of the Reserves whose insurance is continued during training, the amount of the increase is 2*d.* a week, of which 1*d.* will be borne by Navy Votes, and 1*d.* is payable by the insured persons.

On and from 6th January next, therefore, pending amendment of the Regulations, the amount 4½*d.* should be read as 5½*d.* in every instance in which it appears in relation to Pensions Insurance deduction in King's Regulations and Admiralty Instructions, Appendix XXIX, and in the Regulations for the governance of the various Naval Reserve Forces.

*Quarterly Charges.*—The consequent amendments to the rates of quarterly deduction shown in paragraph 14 of Appendix XXIX will be promulgated in due course. The rates for the year 1936 will be :—

	s.	d.
Lady Quarter, 1936 ... ..	6	0
Midsummer Quarter, 1936 ... ..	5	11
Michaelmas Quarter, 1936 ... ..	6	0
Christmas Quarter, 1936 ... ..	5	11

*Stamps.*—The values of stamps to be affixed to the cards of insured Reservists are :—

	s.	d.
National Health and Pensions ... ..	1	8
Unemployment :—		

*(a) Insured Reservists.*

Men of the age of 21 years and upwards ... ..	1	6
Young men who have attained the age of 18, but are under the age of 21 ... ..	1	4
Boys who have attained the age of 16, but are under the age of 18 ... ..	0	10
Boys who have attained the age of 14, but are under the age of 16 ... ..	0	4

*(b) Exempt Reservists.*

Men of the age of 21 and upwards ... ..	0	9
Young men who have attained the age of 18, but are under the age of 21 ... ..	0	8
Boys who have attained the age of 16, but are under the age of 18 ... ..	0	5
Boys who have attained the age of 14, but are under the age of 16 ... ..	0	2

*(c) Irish Free State—Reservists domiciled in.—Unemployment books should not be stamped.*

*Deductions from Officers of Reserve Forces.*—The deductions to be made from the pay of officers of the Reserves whose insurance is continued during training are :—

	s.	d.
National Health and Pensions ... ..	0	10
Unemployment :—		
Officers of the age of 21 and upwards ... ..	0	9
Those who have attained the age of 18, but are under the age of 21 ... ..	0	8

**3052.—Dental Standard, etc., for Re-engagement after Completing Time for Pension, or for Time Expired Men for a Period of Twelve Months**

(M.D.G. 10102/35.—19.12.1935.)

Candidates for re-engagement are not to be rejected solely on account of dental defects unless there is good reason to expect a breakdown in health from this cause during the period of their fresh engagement.

2. In cases where dentures are required the candidate may be accepted provided he undertakes to obtain them at his own expense without delay and to maintain them in an efficient condition throughout his further period of service. Existing facilities for the provision of dentures on a repayment basis may be extended to these men provided payment can be effected at least three months before the engagement is due to expire.

3. Extensive operative treatment should not ordinarily be undertaken for ratings re-entered for temporary service of short duration.

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## 1936

**\*11.—Commissioned Gunners, Commissioned Gunners (T), and Commissioned Boatswains—Retention beyond Age of 50**

(C.W. 10933/35.—2.1.1936.)

Owing to the large number of age retirements of officers of the Gunner, Gunner (T), and Boatswain branches in the immediate future, it is anticipated that the number of qualified candidates for promotion to these ranks will be insufficient to meet wastage.

In these circumstances, the Admiralty contemplate, as a temporary arrangement, the retention on the Active List, beyond the age of 50, of Commissioned Gunners, Commissioned Gunners (T), and Commissioned Boatswains, who volunteer to do so, under the following conditions :—

- (a) Full pay to be on the ordinary scale, *i.e.*, without extension beyond the increment allowed "after nine years."
- (b) Time to count for increase of retired pay, but subject to the existing maximum (£226 a year).
- (c) Officers retained beyond 50 to be ineligible for promotion to Lieutenant on the Active List.
- (d) The period of retention to be subject to the requirements of the Service and at the discretion of the Admiralty up to a maximum of five years, with a minimum of one year.

2. The names of any Commissioned Gunners, Commissioned Gunners (T), and Commissioned Boatswains who will attain the age of 50 on or before 31st March, 1937, are prepared to volunteer for further service under the above conditions and can be recommended as in all respects suitable for further service, should be forwarded to the Admiralty as soon as possible through the usual channels.

3. Lieutenants are ineligible for retention after 50 under this scheme, and any officers volunteering who are promoted to that rank would then cease to be so eligible.

### \*19.—Royal Marine Signallers—Badges for Non-Substantive Ratings

(V. 3242/35.—2.1.1936.)

Royal Marine Signallers are, in future, to wear badges indicative of their non-substantive rating as described below :—

<i>Rating.</i>	<i>Description of Badge.</i>	<i>Pattern Nos. of Badges.</i>	
Royal Marine Signaller, 1st Class	Crossed flags, star above	M.287d, M.287e, M.287f.	
Royal Marine Signaller, 2nd Class	Crossed flags ... ..	M.287a, M.287b, M.287c.	

2. Issue of the new badges (Pattern Nos. M.287d, M.287e, and M.287f) will be made when stocks are available.

### \*109.—Travelling Concessions—Reserve Personnel and their Wives and Families

(C.W. 1272/35.—9.1.1936.)

The railway companies concerned have now agreed to extend the scope of the concessions shown in A.F.O. 2648/35, Section XVI, to include the personnel of all Naval Reserve Forces while under training or serving in the Royal Navy.

2. The companies have also agreed that the concessions may temporarily be made available to the wives and families of all Naval Reserve personnel during service, as distinct from training, in the Royal Navy.

3. The grant of the concessions is subject to the same conditions and formalities as are applicable in respect of Naval personnel and their wives and families.

(A.F.Os. 2648/35 and 3056/35.)

### 153.—Torpedo Specialist Course—Revised Syllabus

(C.W. 9255/35.—16.1.1936.)

The following is the revised syllabus of the theoretical portion of the Long (T) Course held at the R.N. College, Greenwich :—

#### DURATION OF COURSE—ONE TERM.

The subjects of study, the number of periods per week devoted to each subject, and the marks at the Final Examination are as follows :—

Subject.	Periods per Week.	Marks.
Applied Electricity ... ..	12	} 550
Applied Electricity Laboratory... ..	3	
Applied Mechanics ... ..	6	250
Electro-Chemistry, Explosives and Metallurgy ... ..	2	100
Mathematics ... ..	2	100
Total for Greenwich Course ... ..		1,000

#### APPLIED ELECTRICITY

Lectures—12 periods per week.

##### *Direct Currents*

Brief revision of the laws of magnetism, electromagnetism and electrolysis, and of units.

*Magnetic Flux and its Measurement.*—Magnetic properties of iron and methods of testing ; permeability and hysteresis.

*The Magnetic Circuit.*—Magnetomotive force, reluctance and the equation for the circuit.

*Electromagnets.*—Their construction ; estimation of mechanical forces exerted ; application to various purposes, including fire control instruments.

*D.C. Generators.*—Mechanical construction of modern machines ; inspection of drawings ; field system calculations and the magnetisation curve ; armature system-ring armature ; drum armature, lap-windings and wave-windings. Methods of excitation ; separate, series, shunt and compound excitation ; characteristics ; torque on armature ; power losses and efficiency. Voltage regulation ; generators in parallel.

*D.C. Motors.*—Principle of action ; torque ; back E.M.F. ; characteristics of series, shunt and compound motors ; speed control and reversal ; field regulators, controllers and starters. Use of different types.

*Commutation in D.C. Machines.*—Reversal of current and origin of tendency to spark ; armature reaction and its effect on sparking ; various methods in use of preventing sparking.

*D.C. Transmission.*—Two and three-wire systems ; ring main.

### *Alternating Currents*

*Elementary Theory.*—Simple harmonic motion, alternating and rotating vectors ; sine waves ; amplitude, frequency, arithmetic mean, R.M.S. value and form factor ; addition and multiplication of alternating quantities.

Production of alternating currents by simple generator ; wave forms.

Measurement of alternating D.P. and current ; types of voltmeters and ammeters.

*A.C. Circuits.*—Meanings of inductance and capacity ; definitions and units. Steady conditions in a circuit containing (a) resistance ; (b) inductance ; (c) capacity ; (d) resistance, inductance and capacity in series. Resonance definitions of impedance and reactance ; impedances in series and parallel.

*Power in an A.C. Circuit.*—Methods of measurement ; wattmeters ; measurement of power in three-phase circuits.

*A.C. Generators.*—Outline of construction of single, two and three-phase machines ; characteristics and regulation ; method of connecting up ; relations between line and phase D.P.s and currents.

*Transformers.*—Elementary theory ; principles of design and construction ; use on single, two and three-phase circuits.

*A.C. Motors.*—Principles of action of synchronous and induction motors ; their characteristics and uses.

*A.C. Transmission Systems.*—Single, two and three-phase systems ; use of high voltage ; efficiency.

*Electric Propulsion of Ships.*—D.C. and A.C. systems.

*Thermionic Valves.*—Application to the amplification of small alternating currents. Sound reproduction.

### LABORATORY WORK

3 periods per week.

Electrical measurements. Testing of D.C. and A.C. generators and motors. Experiments on thermionic valves.

### APPLIED MECHANICS

6 periods per week.

*Brief Revision.*—Mass, momentum, force, work, energy, and power.

*Rotation.*—Certain types of gearing, torque, centripetal force, balancing, strength of gyro-wheels, whirling, angular acceleration, starting of gyro-wheels.

*Gyro Actions.*—Precession, action of torpedo-gyro.

*Harmonic Motions.*—Phase diagram, natural and forced vibrations of stable systems, resonance.

*Hydrodynamics.*—Stability and rolling of torpedoes, and of surface and submerged vessels. Bernoulli's theorem and a variety of illustrative applications.

*Forces on Submerged Bodies.*—Lift and drag components. Resistances in viscous and in turbulent motion, Reynold's number as a basis of comparison, forces on torpedo bodies, rudders and propellers ; and on paravanes and ropes. Profile of paravane rope.

## ELECTRO-CHEMISTRY, EXPLOSIVES, METALLURGY

2 periods per week.

*Electro-Chemistry**Theory*.—Laws of electrolysis. Applications to the measurement of current.

Electro-chemical action giving rise to production of current.

Polarisation—causes and methods of reducing.

Primary cells—Daniell, Menotti-Daniell, Leclanché and dry cells.

Secondary cells. The construction and theory of the lead and nickel accumulator—care and treatment.

*Practical*.—This will be arranged to amplify the lectures and will include :—

The verification of Faraday's Laws. Conductivity of solutions including battery acids.

Measurement of single electrode potentials and e.m.f.

Detection of impurities in battery acid.

*Explosives*

Potential energy of explosives. Density of loading.

Effect of time factor—rapid combustion—explosion—detonation. Effect of method of initiation.

*Explosive Compounds*.—Guncottons. N.G. explosives. Trotyl (T.N.T.). Tetryl. (C.E.)*Initiators*.—Mercury fulminate, lead azide.*Explosive Mixtures*.—Amatols ; chlorate and per-chlorate explosives.*Transmission of Explosions*.—Explosion by influence.*Metallurgy*

Distinctive characters of cast and wrought iron. Mild, medium and alloy steels.

Typical treatments for softening, hardening and toughening steels. Outline of the uses and treatments of alloy steels.

The composition, working, and heat treatments for ferrous and non-ferrous materials used in torpedo construction for wheel gearing, shafting, air vessels, fuel and water bottles, valves, fuel and water leads, springs, engine bodies and bearings.

Detection of defective material, and specifications for torpedo materials.

## MATHEMATICS

2 periods per week.

Revision of sub-lieutenants' course : and as much of the following as time permits.

Solid angles ; illumination.

Tangent property of parabola ; effect of light out of focus.

 $\frac{dy}{dx} = -Ky$  ; absorption of light ; starting and terminating values of a current.

Calculating machines, slide rules, differentials, cams, etc.

Errors of the torpedo.

Wave motion.

Probability ; problems analogous to the double ; resultant of two errors.

**155.—Privately Owned Motor Vehicles used on Official Business by Naval and Marine Personnel—Insurance**

(C.W./C.E. 2181/35.—16.1.1936.)

Privately owned motor vehicles which are not insured to the extent required by the regulations (*cf.* paragraph 59, A.F.O. 2648/35) are not normally to be used for official duty journeys.

2. If, however, in exceptional circumstances the use of such a vehicle is considered to be in the public interest as compared with other means of conveyance, the question of granting permission for its use may be submitted to the Admiralty for decision, the reasons being fully stated.



**156.—Travelling Expenses between Lodgings and Place of Duty at Newcastle**

(C.W. 10883/35.—16.1.1936.)

Officers on detached duty at Newcastle in connection with ships building at High Walker Yard may, when in receipt of lodging money and provision allowance, be repaid the travelling expenses actually incurred in making one return journey a day between their lodgings and High Walker Yard, within a maximum of 6*d.* a day.

(A.F.O. 2205/37, paragraphs 218–222.)

**251.—Issued Confidentially.****255.—Promotion to Commissioned Rank in R.N. of Ratings of the New Zealand Division**

(C.W. 8665/35.—30.1.1936.)

The following is a copy of a Regulation issued, with the approval of the Admiralty, by the New Zealand Naval Board:—

Ratings of the following branches of the New Zealand Division are eligible to be considered for promotion to commissioned rank in the Royal Navy:—

Seaman Branch ...	} To Acting Sub-Lieutenant, Royal Navy.
Communications Branch	
Engine Room Artificer	} To Acting Sub-Lieutenant (E), Royal Navy.
Branch.	

2. The qualifications required of candidates from any of these branches, and the system of selection, will be regulated by the provisions of King's Regulations and Admiralty Instructions, Appendix XII, Parts 3 and 7, and of Admiralty Fleet Orders in force for the time being.

3. As a preliminary step, New Zealand ratings who are recommended by their Commanding Officers for promotion will be required to pass a selection committee appointed by the Commodore Commanding the New Zealand Station, or, in his absence, by the Naval Board. Subject to the approval of the Naval Board, a candidate who is recommended by the committee may then be transferred on a "course" basis to the Home or Mediterranean Fleet.

4. Having regard to the fact that New Zealand ratings are serving under certain conditions which are not provided for in the King's Regulations quoted in paragraph 2, instructions will be promulgated from time to time in Navy Orders adjusting points of procedure to ensure that men who may be regarded as eligible for promotion are trained on the same lines as ratings of the Royal Navy, and to enable them to be judged strictly on their merits in competition with those ratings.

The number of candidates to be transferred for service in the Home or Mediterranean Fleet in any year will be decided by the Naval Board when the reports of the New Zealand Division Selection Committee have been considered.

5. Commanding Officers are to give any rating who is recommended by them for promotion clearly to understand that candidature for commissioned rank involves:—

- (i) Competition on equal terms with ratings in the Royal Navy.
- (ii) Service on a training or course basis in a ship of the Royal Navy for not less than six months before appearing before the Fleet Selection Board.
- (iii) Disposal as directed by the New Zealand Naval Board and subject to the concurrence of the Lords Commissioners of the Admiralty at any time if it appears that the candidate's conduct is unsatisfactory or if there is no likelihood of his name being recommended by the Fleet or Final Selection Boards.

6. Candidates who are selected for promotion to commissioned rank in the Royal Navy will be discharged from the New Zealand Division of the Royal Navy as from the date of selection for promotion to the rank of Acting Sub-Lieutenant or Acting Sub-Lieutenant (E).

7. Subject to the provisions of clause 25, Part 3, and clause 14, Part 7, of Appendix XII of the King's Regulations and Admiralty Instructions, candidates who are selected by the Lords Commissioners of the Admiralty for promotion to commissioned rank will be granted permanent commissions in the Royal Navy. They will receive pay at Royal Navy rates from the date of selection. They will have no claim to service on the New Zealand Station, but they may volunteer as opportunity offers for such service under the conditions applicable to officers of the Royal Navy in general.

8. The amount of deferred pay which has accrued to a rating to the date of his selection will be transferred to the Lords Commissioners of the Admiralty. From that date Their Lordships will accept full liability for retired pay, gratuity, widow's pensions, etc., at the rates applicable to officers of the Royal Navy.

2. New Zealand Division ratings undergoing courses in the R.N. may be recommended by their Commanding Officers. Special arrangements will be made, subject to the concurrence of the New Zealand Naval Board, to provide for such candidates being given opportunities of appearing before Fleet Selection Boards.

(*K.R. & A.I., Appendix XII, Parts 3 & 7.*)

## **258.—Reserve Officers Appointed for Temporary Duty in the Fleet—Disability, etc., Compensation**

(P.M. 181/36.—30.1.1936.)

Reserve Officers appointed for temporary duty in the Fleet, if invalidated on account of sickness or injury certified by the competent medical authority as attributable to the Service, will be eligible for disability retired pay, as shown in the scale printed on page 64 of the current appendix to the Navy List.

In the event of any of these officers dying from wounds, injuries or disease certified as directly attributable to the conditions of Naval service, their widows and/or dependants would be eligible for the award of pensions and allowances at attributable rates, *vide* Clause 21 of the Regulations (page 88 of the current appendix to the Navy List).

## **\*397.—Use of White and Blue Ensigns on Shore**

(N.L./N.S. 16005/35.—13.2.1936.)

Enquiries are received from time to time at the Admiralty as to the use of the White and Blue Ensigns on shore. The following Memorandum, which it is customary to issue in response to such enquiries, is promulgated for general information:—

### *Memorandum on the use of the White and Blue Ensigns on Shore*

The White and Blue Ensigns of His Majesty's Fleet are purely maritime flags, and in general their use on shore is incorrect. There has, however, been a customary extension of the use of the White Ensign from the harbour ship used as a fleet establishment to barracks and other buildings on shore serving the same purpose. There has been a parallel extension of the use of special ensigns from yachts, customs vessels and the like to their headquarters on the coast—the club house or customs office.

It is common also for the White and Blue Ensigns to be used on cenotaphs and other memorials to Naval personnel.

With these exceptions, the use of these ensigns on shore is improper. Special ensigns worn by yachts are worn under the authority of an Admiralty warrant issued to the yacht, not to the yacht owner; they are the national

colours of the yacht, not the personal flag of the owner, and the owner has no shadow of right to fly the yacht's flag elsewhere than on board the yacht. Similarly, the White Ensign is nothing else but the national colours of a ship of war in commission and no past service in the Navy or other connection with the Navy can make it correct to hoist it on private buildings on shore. It is equally incorrect for either ensign to be carried in processions or marches on shore.

Admiralty, S.W.1.

9th September, 1931.

### \*400.—Pensioners Serving in the Fleet—Payment of Pensions

(D.N.A. 255/36.—13.2.1936.)

Pensioners re-entered for service in the Royal Navy or Royal Marines who receive their pensions in addition to their pay under Article 1996, King's Regulations and Admiralty Instructions, should continue to draw their pensions at a Post Office in the usual manner if the conditions of their re-employment enable them to do so. If they cannot attend at a Post Office they may either :—

- (a) Receive payment from the Accountant Officer of the ship in which they are serving ;
- (b) Request that payment may be made to their wives (or, in exceptional circumstances, other dependents) ; or
- (c) Allow their pensions to accumulate until the termination of their re-employment.

2. Immediately upon the re-entry of such a pensioner, it should be ascertained how he desires his pension to be dealt with, and action should be taken as indicated hereunder.

3. For payment as at (a), application should be made by the pensioner, through his Commanding Officer, to the Director of Navy Accounts, who will then issue the requisite form of authority. No payment is to be made until such authority is received.

4. For payment as at (b), the pensioner's written authority is required in the form indicated at the end of this Order. Arrangements for payment will be made by the Director of Navy Accounts and payment will continue until the pensioner cancels his authority or his re-employment ceases.

5. If alternative (c) is chosen, the Director of Navy Accounts should be informed and the pensioner should apply to him for payment of the arrears at the end of the period of re-employment. (The arrears would be payable to the pensioner's legal personal representative in the event of his death).

6. *Reports of death of pensioners re-employed.*—Attention is drawn to the necessity for quoting the man's pension number in the telegraphic report sent to the Admiralty, in accordance with Article 1135, clause 4, King's Regulations and Admiralty Instructions. (The prompt receipt of such a report is relied upon to prevent overpayments where pension is paid as at (b) ).

*Form of authority for payment under paragraph 1 (b).*

H.M.S. ....

I, Naval Pensioner ....., hereby authorise the Director of Navy Accounts to pay my pension until further notice to my wife. Her full name and address are—

.....

Pensioner's signature .....

Pension number .....

Date .....

Forwarded.

.....

Commanding Officer.

The Director of Navy Accounts,  
(Branch 8).

### 491.—Marriage Allowance—Stoppage on Estrangement of Husband and Wife

(N. 5266/35.—27.2.1936.)

Marriage Allowance is not payable if, owing to estrangement, the husband, when on leave, will not make his home with his wife. Consequently, at the time when such a state of affairs occurs the husband must report the fact to his Commanding Officer, whether or not there has been any formal separation, and whether or not the husband himself is to blame for the estrangement. Otherwise Marriage Allowance will be wrongly continued and the man will be held liable to refund the amount issued after the date of the estrangement.

2. This Order is to be prominently displayed as, in future, ignorance of the rule cannot be accepted as an excuse for relieving the man of his liability to refund an overpayment.

3. Clause (9) of Poster Form S.67 and Leaflet Form S.68 will be amended in order to prevent misunderstanding.

### \*492.—Courses in Parachute Packing at the School of Technical Training, R.A.F. Station, Manston

(N. 743/36.—27.2.1936.)

(This reprint embodies A.F.O. 2880/36.)

It has been approved for certain Naval officers and ratings serving in aircraft carriers and other ships carrying aircraft to be sent to the School of Technical Training, R.A.F. Station, Manston, for a course in parachute operation, packing and maintenance.

2. The course will be of approximately six working days for officers and twenty-one working days for men.

The numbers approved to be trained are as follows:—

1 Officer	...	...	...	...	} Headquarters flight.
1 Able Seaman	...	...	...	...	
1 Officer	..	...	...	...	} Each multi-seater squadron.
2 Able Seamen	...	...	...	...	
1 Officer	...	...	...	...	} Each single seater squadron.
1 Able Seaman	...	...	...	...	
1 Officer	...	...	...	...	} Each catapult ship with one aircraft.
1 Able Seaman or Air Gunner...	...	...	...	...	
2 Officers	...	...	...	...	} Each catapult ship with two or more aircraft.
2 Able Seamen or Air Gunners	...	...	...	...	

3. In aircraft carriers, the senior R.A.F. officer is to be responsible to the Commanding Officer for the correct packing and maintenance of parachutes. In ships other than carriers, the Senior Pilot will carry these responsibilities.

4. Commander-in-Chief, Home Fleet, is to arrange direct with A.O.C.-in-C., Coastal Area, for the officers and men affected in the ships of the Home Fleet to undergo the parachute courses.

5. Commanding Officers of ships commissioning for service abroad are to communicate their requirements to A.O.C.-in-C., Coastal Area, in order that their personnel may undergo the course before departure for a foreign station. Where it is necessary to provide reliefs for parachute personnel abroad, arrangements should be made with A.O.C.-in-C., Coastal Area, for the reliefs to take the parachute course before their departure.

6. It is desirable that at least four weeks' notice should be given to the A.O.C.-in-C., Coastal Area, in order that vacancies in the courses may be allocated to the Fleet Air Arm.

**536.—Good Service Badges—R.N.R. and R.N.V.R.—Wearing of, during service in R.N.**

(N. 494/36.—5.3.1936.)

R.N.R. and R.N.V.R. ratings entered for temporary service in the Royal Navy under the special non-continuous service engagement S.56X, are not to be allowed to wear R.N.R. and R.N.V.R. Good Service Badges during such service.

**733.—Discharge from the R.N. of Reservists Entered under the Non-continuous Service Engagement S.56X**

(N. 790/36.—26.3.1936.)

All discharges of men who immediately prior to entry in the Royal Navy for temporary service under the special non-continuous service engagement S.56X were members of the Royal Naval Reserve, Royal Naval Volunteer Reserve or Royal Naval Wireless Auxiliary Reserve are to be reported to the Admiral Commanding Reserves, Queen Anne's Chambers, Tothill Street, S.W.1.

2. The report in the case of invaliding should include a statement as to whether the man is considered fit for re-entry into the Reserve, and the final date of discharge.

**799.—Issued Confidentially.****869.—Royal Naval and Royal Marine Volunteer Cadet Corps**

(N.S. 11341/35.—9.4.1936.)

Volunteer Cadet Corps attached to Royal Naval shore establishments in the United Kingdom, and Boys' Corps affiliated to R.N.V.R. Divisions, are eligible for assistance from naval funds to the same extent as recognised units of Sea Cadet Corps.

2. A grant of 3s. 6d. per annum in respect of each efficient cadet will accordingly be paid to the Commanding Officer of each Royal Naval shore establishment or Division of the R.N.V.R. to which such a corps is attached. This grant is to be utilised to meet the necessary expenses connected with the formation, organisation and administration of the corps, and for increasing its efficiency, but not for social, religious or other purposes.

3. No grant will be payable in any year unless the Commanding Officer of the Establishment or Division certifies that the Corps has a strength of 30 efficient cadets, exclusive of boys under 12 years of age.

4. Claims for payment of the grant are to be rendered to the Director of Navy Accounts as soon as possible after 1st January each year, and are to be accompanied by a certified statement of the number of efficient cadets (exclusive of boys under 12 years of age) borne on the strength on 31st December.

5. *The above grants are not payable to Royal Marine Volunteer Cadet Corps.*

6. Subject to conditions laid down by the Admiralty, essential items of camp equipment, *e.g.*, bedding, tents, etc., may be lent temporarily to Volunteer Cadet Corps attached to Royal Naval and Royal Marine shore establishments in the United Kingdom, or to Boys' Corps affiliated to R.N.V.R. Divisions on

application through the proper channels to the Admiralty by the Commanding Officer of the establishment or Division to which the corps is attached. Applications for camp equipment must be made at least four clear weeks before the equipment is required, and should be accompanied by information as to the proposed date of commencing camp and its duration, together with a detailed list of the articles required. The conditions under which camp equipment is lent are the same as those for similar loans to Sea Cadet Corps as regards responsibility for losses and damages, insurance where the total value of the stores lent exceeds £10, etc. (See Article 14, "Regulations Governing the Formation, Organisation, and Administration of Units of Sea Cadet Corps in the British Isles"). The insurance policies and the "Condition of Loan" form, duly completed by the Officers Commanding the units to which the stores are lent, are to be forwarded to the Admiralty through the usual channels.

7. A newly recognised unit of the Volunteer Cadet Corps may apply to the Admiralty for a free grant of stores for instructional purposes. The application should be forwarded in the same way as indicated in paragraph 6 above for loans of camp equipment, and should contain full details of the items required. This grant will be subject to the recommendation of the relative administrative authority and to conditions laid down by the Admiralty. The supply of all or any of the articles desired will also depend upon whether they are available from surplus Naval stocks. In the event of a unit subsequently being disbanded or of the official recognition being withdrawn, directions are to be sought as to the disposal of any stores supplied by the Admiralty as a free gift.

### **912.—C.S. Ratings Serving under Engagements S.56X— Re-engagements to Complete Time for Pension**

(N. 650/36.—16.4.1936.)

Men whose first continuous service engagement has been extended and who desire to re-engage to complete time for pension, may be allowed to do so provided they fulfil the conditions laid down in Article 390, clause 2, King's Regulations and Admiralty Instructions.

### **917.—R.N.R., R.N.V.R. and R.N.W.A.R. Ratings Serving in R.N. —Transfer to Continuous Service**

(N. 650/36.—16.4.1936.)

*(This reprint embodies A.F.O. 1593/36.)*

Ex R.N.R., R.N.V.R. and R.N.W.A.R. ratings now serving in the R.N. under the special N.C.S. engagement S.56X, other than those entered for service in trawlers only, who are now desirous of transferring to continuous service, may apply to do so under the conditions laid down for Special Service ratings in King's Regulations and Admiralty Instructions, App. XVII, Part 2, paragraph 6 (a), (b), (c), (d), and (e), except that the length of service qualification (paragraph 6 (a) ) is to be 6 months. Pay will be at 1925 rates, and applications should be forwarded to the Admiralty for approval.

## 918.—Instructional Films—Use—Facilities for Manufacture— Instructional Film Library

(N. 1197/36.—16.4.1936.)

(*This reprint embodies A.F.O. 136/37.*)

The attention of all concerned is drawn to the facilities with regard to instructional films which exist at the R.N. Photographic School, Tipnor. One sound film (commentary—No. 11) has been completed. Further silent films will be converted, and reports issued as to their suitability. It is probable, however, that silent films could be utilised more than is now done, particularly in training establishments.

### *Instructional Film Library*

2. A small library of instructional films on professional subjects, consisting of negatives of films made by Tipnor and other establishments, and any positives made in accordance with paragraph 3 (b) below, is maintained at Tipnor. A list of films available for loan is appended to this Order, those having one or more positive copies being marked with an asterisk.

3. Ships and establishments possessing facilities for showing Service films and desirous of borrowing such films for exhibition, are to observe the following rules :—

(a) If a positive copy exists, application to be made direct to Tipnor.

(b) If no positive copy exists, application to be made through the usual Service channels to the Admiralty for authority to have a print made.

It is important that films, when received, should be exhibited and returned to Tipnor without delay.

4. Each individual film in the circulating library will be given a history sheet, which will be kept in the box containing the film ; on each occasion the film is used a responsible officer is to log the date in the history sheet and, in the column provided for the purpose, any remarks he may wish to make as to the utility of the film, suggestions for improving it, condition of the film, etc.

5. Applications from a foreign station should be made by the Commander-in-Chief, who, on receipt of the film, will arrange for its use on the station as he thinks necessary and for its early return to Tipnor.

6. Where two copies of a film are provided, both copies are not to be on loan at the same time to foreign stations other than the Mediterranean, *i.e.*, at least one copy of each film will always be available for the Home and Mediterranean stations.

7. Confidential films will be so marked in the catalogue and must not be passed from one holder to another without being accompanied by supply and receipt notes and, if sent by post, must be registered.

### FACILITIES FOR MAKING FILMS AT TIPNOR AND PROCEDURE FOR ADDITION OF FILMS TO LIBRARY

8. The R.N. Photographic School can make cinematograph pictures of almost any subject.

9. Diagrammatic “step by step” films can be constructed. In addition to films of tactical exercises, diagrammatic models of working parts of machinery are frequently made up and filmed in motion.

10. A slow-motion motor-driven camera, capable of being trained, is available.

11. The best time of the year for making films is from April to September.

12. Owing to the small staff at the school, the output is limited, and ample notice of any work required is therefore essential.

13. A proposal for the manufacture of instructional films to illustrate a professional subject is first to receive the approval of the local Commander-in-Chief or Senior Naval Officer. It will then be transmitted to the Commander-in-Chief, Portsmouth, who will ascertain if the requirements can be met from films already in the R.N. Photographic School or in the Specialist Schools, before authorising manufacture.

14. The Commander-in-Chief, Portsmouth, if he considers that any proposed new film would be a useful addition to the film library, will forward to the Admiralty the following information :—

- (a) Particulars in the usual form for inclusion in the film library catalogue.
- (b) Whether the film should be regarded as confidential.
- (c) Sufficient descriptive notes to indicate in more detail the nature of the proposed film.
- (d) Establishment in which it is recommended the film should be produced.

Manufacture of the films proposed should not be taken in hand without prior Admiralty approval, but Admiralty approval need not be obtained for films to be made in accordance with paragraphs 8 to 12 above, and not considered of sufficient interest for inclusion in the library.

15. Films will not be included in the library merely because they are of interest. They must have a definite instructional value and there must be a reasonable expectation that they will yield results commensurate with the cost involved and not obtainable by the lantern or other economical means.

16. All films manufactured in H.M. ships and establishments with Service material and facilities remain the property of the Crown.

## APPENDIX

### CATALOGUE OF SERVICE FILMS ON PROFESSIONAL SUBJECTS

These films are not to be shown to anyone not belonging to H.M. Service. Those marked "Confidential" are not to be shown to persons in H.M. Service below commissioned rank except as indicated in the right-hand column. Those marked \* have one or more spare copies available.

#### *Nos. 1 to 20—Gunnery Subjects*

		<i>Suitable for exhibition to</i>
*No. 1.	Magazine rounds (1923) (revised 1931). Actual photographs taken in battle cruisers.	Officers and selected ratings.
No. 2.	8 in. pusher hoist control and cut-off gear ... ..	Do.
No. 3.	15 in.—Running in and out arrangements (1928). Diagrammatic	Do.
No. 4.	15 in.—Safety depression control (1928). Diagrammatic	Do.
No. 5.	15 in.—Compensating gear (1929). Diagrammatic	Do.
No. 6.	15 in.—Chain rammer (1929). Diagrammatic	Do.
No. 7.	15 in.—Breech mechanism (1931). Diagrammatic	Do.
*No. 8.	8 in. transporter hoist ... ..	Do.
*No. 9.	Lewis gun mechanism (1924). (Made at S.A. School, Hythe.) Photographs and diagrams. Negative not available.	Do.
No. 10.	Assessment of inclination ... ..	Do.
No. 11.	6 in. loading drill (with commentary) ... ..	Do.
No. 12.	13.5 in. spotting instructional film (1930). (Made by Experimental Department, "Excellent.") Photographs and diagrams.	Officers and higher gunnery ratings.
No. 13.	6 in. spotting instructional film (1930). (Made by Experimental Department, "Excellent.") Photographs and diagrams.	Do.
No. 14.	Fire distribution film (1930). (Two parts.) Diagrammatic of fleet action. (Confidential.)	Officers.
No. 15.	Olympia Field Gun Competition, 1932 ... ..	Officers and men of establishments training crews for Olympia Competition.
No. 16.	Portsmouth Field Gun Crew, Training, 1934. (Two parts.) ...	
No. 17.	Changing of the Guard at the R.N. Barracks, Portsmouth ...	Officers and men detailed for Guard and Ceremonial duties at shore establishments.

#### *Nos. 21 to 40—Torpedo Subjects.*

*No. 21.	Single flotilla torpedo attack, 4th D.F., 1933 ... ..	Officers.
*No. 22.	Exercise "R.S." (1933)—Destroyer night attack ... ..	Do.
*No. 23.	Exercise "D.X.13" (1934)—Massed flotilla attack ... ..	Do.
*No. 24.	Flotilla torpedo firing (1935). Diagrammatic ... ..	Do.
*No. 25.	Minesweeping film (1926). (Two parts.) Diagrammatic ...	Do.
*No. 26.	Mining instructional film (1926). Diagrammatic ... ..	Do.



*Suitable for  
exhibition to*

*Nos. 41 to 50—Submarine Subjects.*

- |  |   |                   |
|--|---|-------------------|
| *No. 41.   | Submarine "L.50" class (1926). Photographs of "L.52" diving, etc.                         | Officers and men. |
| No. 42.  | Battery film. (Two parts)...  | Officers.         |
| No. 43.  | A.S. boom and indicator net trials, Firth of Forth (1931). (Three parts.) (Confidential.) | (a)               |
| (a) Copies have been distributed to establishments directly concerned. |   |                   |
| No. 44.  | Paravane pull-over trials ...   | Officers.         |
| No. 45.  | Exercise "M.2" and "L.52" off Gibraltar ...   | Do.               |
| No. 46.  | H.M.S. "Porpoise." (Two parts) ...  | Do.               |
| No. 47.  | H.M.S. "Guardian." Net laying and recovery trials, 1934 ...                               | Do.               |

*Nos. 51 to 60—Physical Training Subjects.*

*Nos. 61 to 70—Fleet Air Arm.*

- |          |  |                   |
|----------|--|-------------------|
| *No. 61. | Activities of the Fleet Air Arm (1930). Photographed chiefly in "Furious" (Two parts.) (Confidential.)                           | Officers and men. |
| *No. 62. | Wings of the Navy (1930). Visit of First Lord of Admiralty to "Furious" (taken by Paramount News, Ltd.). Negative not available. | Do.               |

*Nos. 101 and onwards—Miscellaneous Subjects.*

- |           |  |                       |
|-----------|--|-----------------------|
| *No. 101. | Sidelights on competitive shoots (1930). Photographed in "Chrysanthemum." (Confidential) | Officers.             |
| *No. 102. | Rendition of Wei-Hai-Wei to China (1930). Photographed by "Kent."                        | Officers and men.     |
| *No. 103. | A.F. Spring cruise (1929). (Three parts.) Photographed by "Snapdragon."                  | Do.                   |
| *No. 104. | A.F. Spring cruise (1931). (Three parts.) Photographed by "Snapdragon."                  | Do.                   |
| No. 105.  | King's Colour Film, (1932) ...   | Officers and men (b). |

(b) Copies have been distributed to Commanders-in-Chief, Home Fleet, Mediterranean, America and West Indies, East Indies and Africa; Commodores, Devonport and Chatham; Commanding Officers, H.M.S.'s. "Ganges" and "St. Vincent."

\* Those marked \* have one or more spare copies available.

## 942.—Candidates for Entry as Artificers—Defective Colour Vision

(N. 1757/36.—23.4.1936.)

It has been decided that in future candidates for direct entry as Artificers in the R.N., who are required to undergo a trade test before entry, are not to be rejected for defective colour vision provided the defect is not sufficient to prevent them performing their technical duties. Where a candidate is found to have defective colour vision, the examining ophthalmic surgeon should furnish the technical officer who conducts the trade test with sufficient information as to the nature of the defect to enable the latter to arrange that the trade test is also a practical test of the candidate's visual fitness.

2. Where they are relevant to the candidate's future duties, the following should be included in the practical test under working conditions:—

- (1) Recognition of coloured indicator lights.
- (2) Connecting up multi-coloured electric leads.
- (3) Recognition of various metals, e.g., brass and copper.
- (4) Interpretation of chemical tests and reactions, e.g., tests used for boiler water.

3. The examining technical officer should furnish a certificate of fitness or unfitness for each candidate.

**1010.—Syllabuses in Force and Source of Supply**

(C.W. 3398/36.—30.4.1936.)

*This reprint embodies A.F.O. 1760/37*

The following A.F.Os., though still in force, will not be reprinted in the bound Volume of A.F.Os. Spare copies may be obtained as indicated :—

A.F.O.	Subject.	Copies obtainable from
111/32 (as amended by 160/35.)	Naval Observers, Duties, Syllabus, etc.	Naval Air Division, Admiralty.
413/32 (as amended by 71/35.)	Educational Course for Acting Sub-Lieutenants (Cadet Entry)—Syllabus.	Director, Education Department, Admiralty.
1844/32 ...	Examination for Paymaster Lieutenant Commander and Paymaster Sub-Lieutenant—Syllabuses.	Paymaster Director-General, Admiralty.
1920/32 ...	Acting Sub-Lieutenants' (E) Course at R.N. College, Greenwich—Syllabus.	Director, Education Department, Admiralty.
148/33 ...	Course for Senior Masters and Schoolmasters at R.N. College, Greenwich—Syllabus and Marks.	Ditto.
212/33 ...	Anti-Submarine Specialist Course—Revised Syllabus.	Ditto.
443/33 ...	Seamanship Courses for Candidates for Boatswain—Syllabus.	Captain, H.M. Navigation School, Portsmouth.
1587/37 ...	Examination in Navigation for Command of a Destroyer.	Captain, H.M. Navigation School, Portsmouth.
1495/33 ...	Gunnery Specialist Course—Syllabus.	Director, Education Department, Admiralty.
1696/33 ...	Revisionary Navigation Course for Commissioned Officers from Warrant rank and officers promoted therefrom	Captain, H.M. Navigation School, Portsmouth.
345/34 ...	R.M. Warrant Officers—Professional Examinations.	Adjutant-General, Royal Marines, Admiralty.
454/34 ...	Command of Destroyers—Examination in the Custody of Victualling Stores.	Commission and Warrant Branch, Admiralty.
2726/34 ...	Probationary Officers, R.M.—Syllabus of Seamanship, Elementary Pilotage and Fleet Work.	Captain, H.M. Navigation School, Portsmouth.
257/35 ...	Advanced Gunnery Course—Syllabus.	Director, Education Department, Admiralty.
825/35 (as amended by 2456/35.)	Junior Officers' Training—Consolidated Order.	Director, Education Department, Admiralty.
1205/35 ...	Meteorological Courses for Naval Observers, Navigating and Surveying Officers.	Commission and Warrant Branch, Admiralty.
1593/37 ...	Navigation Course for Gunners, Gunners (T), and Candidates for Boatswain—Syllabus.	Captain, H.M. Navigation School, Portsmouth.
1303/35 ...	Paymaster Cadets—Training on Entry and Syllabus of Instruction.	Paymaster Director-General, Admiralty.
2190/35 } 2341/35 }	Navigation and Pilotage—Syllabus for Naval Cadets and Midshipmen.	Director, Education Department, Admiralty.
1589/37 ...	Navigation—Syllabus of Specialist (N) and First Class Ship Courses.	Captain, H.M. Navigation School, Portsmouth.
153/36 ...	Torpedo Specialist Course—Revised Syllabus.	Director, Education Department, Admiralty.
1588/37 ...	Advanced (S) Course—Syllabus.	Director, Education Department, Admiralty.

**\*1075.—Royal Fleet Reservists, Class B, Re-entered in the R.N. or R.M.—Applications for Award of R.F.R. Gratuities and R.F.R. Medals**

(D.N.A. 1942/36.—7.5.1936.)

Royal Fleet Reserve gratuities becoming due to ex-Royal Fleet Reservists serving in the R.N. or R.M. under temporary non-continuous service engagement S.56X will be awarded as though the men were still in the Reserve, their formal re-enrolment therein under Article 13, clause 7, R.F.R. Regulations, being dispensed with. The necessary forms of application for gratuity, B.132, should be forwarded by the Registrars to Commanding Officers, H.M. Ships, as the time for the award of the gratuity approaches.

2. In the event of R.F.R. men being invalided when so serving, they will be eligible for the award of proportionate gratuities without re-enrolment in the Reserve. Form D.145 (Report of Medical Survey) should be rendered to the Admiralty in the usual manner as for ratings of the R.N. and an application for proportionate gratuity on Form B.132 need not be made. The R.F.R. Registrar will be notified by the Admiralty of such Reservist's discharge.

3. Ex-Reservists who wish to be awarded the R.F.R. Long Service and Good Conduct Medal should apply to their Commanding Officers, who should forward each application to the Registrar concerned, stating whether the man's conduct since re-entry has been satisfactory and whether he is considered deserving of the award.

(*R.F.R. Regulations, Arts. 109, 110, 118, 122, and 13, Cl. 7.*)

**\*1171.—Naval Pensions—Payment of**

(P.M. 1403/36.—14.5.1936.)

In 1935, Their Lordships decided to introduce, from 1st January, 1936, a system of weekly payment of Naval pensions in gradual substitution for the system of quarterly payment in advance. The following regulations, which are applicable to personnel serving on and after 1st January, 1936, according to whether they fall under one or the other of the categories enumerated below, are promulgated for information and guidance.

2. (i) Continuous service ratings whose re-engagement to complete time for pension dates from not later than 30th September, 1935, (\*); non-continuous service ratings serving on that date under an engagement which will enable them to complete 22 years' pensionable service; and all ranks of the Royal Marines who, not later than 30th September, 1935, re-engaged for a second period or completed 10 years' pensionable time by that date and declared in writing, not later than 30th September, 1935, their intention of re-engaging as soon as such re-engagement is open to them (provided, in each instance, that no break in service occurs on or after the 1st August, 1935).
- (ii) All other men (including those excluded from category (i) on account of a break in service).

(\*) This is to be deemed to include candidates for mechanician who have re-engaged for a second period of 12 years, and yard craft (Dockyard) ratings (who are eligible, under certain conditions, for Greenwich Hospital Age Pensions) with 10 years' pensionable service on 30th September, 1935.

**A. For personnel coming under category (i).**

For personnel in this category, weekly payment of pension will be optional. Those who elect weekly payment will receive, during a leap year, one day's extra pension for the 29th February, which is not payable under the quarterly system; the weekly amount of their pension will be rounded upwards to the nearest penny; and the following pensionary benefits allowable under the quarterly system at death

will continue, viz. : (a) Payment up to the end of the quarter in which the pensioner dies, and (b) the special grant to the widow, at Admiralty discretion, of a month's pension in advance when death occurs within two days from the end of the quarter.

For those who elect to be paid quarterly in advance, the first payment of pension will be for the period from date of pensioning until the end of the quarter, and will include any additional Good Conduct Gratuity earned to date of pensioning. Subsequently a full quarter's pension will be paid at the commencement of each quarter.

For those who elect to be paid weekly in advance, payment will be made each Wednesday of one week's pension in advance and where the pension commences on a day other than a Wednesday the first payment will include the amount due for the days between the date of discharge and the first Wednesday thereafter. Any additional Good Conduct Gratuity earned to date of pensioning will also be included in the first payment.

Where a man dies from a cause accepted as attributable to the service and is, at the time of death, in receipt of a pension paid on the quarterly basis, any pension awarded to his wife or other dependent relative may, as at present, be awarded as from the date immediately following that of death. Where, however, such a pensioner is, at the time of death, in receipt of a pension paid on the weekly basis, any pension awarded to his widow or other dependent relative will not commence before the expiry of the period covered by the last payment of the man's pension or by the special grant of a month's pension referred to under (b) above.

Personnel will be required to exercise their option on being pensioned. Men discharged to long service pension are to signify their choice on Form S.409 ; pending reprint of this form the choice is to appear in manuscript, duly witnessed, at the foot of the form. Men invalided with pensions will be asked to signify their choice by the Director of Navy Accounts, by whom they will be supplied with a Form of Option. The attention of seamen and marines who come within this category and are due to be discharged to long service pension, is to be drawn to the fact that the system of weekly payment of pensions is open to them under the conditions laid down in this Order.

*It is to be clearly understood that the choice of the weekly system, once made, is final, and that in no circumstances will transfer from weekly to quarterly payment of pension be allowed.*

#### B. *For personnel coming under category (ii).*

For these men payment of pension weekly in advance will be compulsory. Any fraction of a penny in the total weekly rate as assessable under the Regulations will be increased to a penny.

The pension of those who as man or boy finally entered, or re-entered, after a break in service, on or after 1st August, 1935, will cease at the end of the pension payment week in which death occurs, but for all others in this category the following pensionary benefits allowable under the quarterly system at death will continue, viz. : (a) payment up to the end of the quarter in which the pensioner dies, and (b) the special grant, at Admiralty discretion, of a month's pension in advance to the widow when death occurs within two days of the end of the quarter. Payment of any pension which may be awarded to the widow or other dependent relative of a man in this category who has been pensioned and whose death is accepted as attributable to the service will not, however, commence before the expiry of the period covered by the last payment of the man's pension or by the special grant referred to under (b) above.

3. The arrangements for weekly payment in advance apply to pensioners resident in the United Kingdom, the Channel Islands, and the Irish Free State. Personnel discharged to pension abroad, who do not wish, or are ineligible, to receive payment of their pensions quarterly in advance, will, generally, be paid monthly in arrears.

4. In any case of doubt of the eligibility of any rank or rating under this Order, reference should be made to the Admiralty for decision.

5. The following tables show the current commutation values of Naval Pensions.

(1) *Pensions payable quarterly in advance*

Age between	Commutation for each £1 of pension.	Age between	Commutation for each £1 of pension.
35 and 36	13·796	58 and 59	9·907
36 „ 37	13·742	59 „ 60	9·663
37 „ 38	13·683	60 „ 61	9·417
38 „ 39	13·608	61 „ 62	9·169
39 „ 40	13·516	62 „ 63	8·920
40 „ 41	13·409	63 „ 64	8·670
41 „ 42	13·288	64 „ 65	8·418
42 „ 43	13·155	65 „ 66	8·164
43 „ 44	13·011	66 „ 67	7·909
44 „ 45	12·856	67 „ 68	7·654
45 „ 46	12·692	68 „ 69	7·401
46 „ 47	12·519	69 „ 70	7·151
47 „ 48	12·337	70 „ 71	6·905
48 „ 49	12·147	71 „ 72	6·663
49 „ 50	11·949	72 „ 73	6·424
50 „ 51	11·744	73 „ 74	6·187
51 „ 52	11·532	74 „ 75	5·952
52 „ 53	11·314	75 „ 76	5·718
53 „ 54	11·090	76 „ 77	5·484
54 „ 55	10·861	77 „ 78	5·251
55 „ 56	10·627	78 „ 79	5·018
56 „ 57	10·389	79 „ 80	4·786
57 „ 58	10·149		

*Note.*—In the event of commutation being approved at a date less than six weeks from the first day of the quarter the above values will be reduced by ·25 (5s.).

(2) *Pensions payable weekly in advance*

Age between	Commutation for each £1 of pension.	Age between	Commutation for each £1 of pension.
35 and 36	13·671	58 and 59	9·782
36 „ 37	13·617	59 „ 60	9·538
37 „ 38	13·558	60 „ 61	9·292
38 „ 39	13·483	61 „ 62	9·044
39 „ 40	13·391	62 „ 63	8·795
40 „ 41	13·284	63 „ 64	8·545
41 „ 42	13·163	64 „ 65	8·293
42 „ 43	13·030	65 „ 66	8·039
43 „ 44	12·886	66 „ 67	7·784
44 „ 45	12·731	67 „ 68	7·529
45 „ 46	12·567	68 „ 69	7·276
46 „ 47	12·394	69 „ 70	7·026
47 „ 48	12·212	70 „ 71	6·780
48 „ 49	12·022	71 „ 72	6·538
49 „ 50	11·824	72 „ 73	6·299
50 „ 51	11·619	73 „ 74	6·062
51 „ 52	11·407	74 „ 75	5·827
52 „ 53	11·189	75 „ 76	5·593
53 „ 54	10·965	76 „ 77	5·359
54 „ 55	10·736	77 „ 78	5·126
55 „ 56	10·502	78 „ 79	4·893
56 „ 57	10·264	79 „ 80	4·661
57 „ 58	10·024		

*Note.*—For pensioners paid weekly who are entitled to payment of pension up to the end of the quarter in which death occurs, *vide* paragraph 2A above, the above values may be increased by small amounts varying with the age at which commutation is approved.

## 1172.—Anti-rabic Treatment—Chief Centres Abroad where it can be Obtained

(M.D.G. 3238/36.—14.5.1936.)

The following list contains details of the chief centres where anti-rabic treatment can be obtained abroad :—

### LIST OF CENTRES WHERE ANTI-RABIES TREATMENT CAN BE OBTAINED (Supplied by Health Section, League of Nations, April, 1936.)

#### *Argentina.*

Laboratorio Pasteur, Gaona 321, Buenos Aires.

#### *Austria.*

Bundesstaatliche Schutzimpfungsanstalt gegen Wut, Wien IX, Währingerstrasse 25a.

#### *Belgium.*

Institut Pasteur de Bruxelles, 28, rue de Remorqueur, Bruxelles.

#### *Bolivia.*

Instituto Nacional de Bacteriologia. Seccion de Vacuna antirrabica, La Paz.

#### *Brazil.*

Instituto Pasteur, Bahia.

Instituto Pasteur, Bello Horizonte.

Instituto Pasteur do Ceara, Praca Jose de Alencar, Ceara.

Instituto Pasteur, Juiz de Fora.

Instituto Pasteur, Porto Alegre.

Departamento de Saude Publica do Estado de Pernambuco, Recife.

Instituto Pasteur, Rio de Janeiro.

#### *Bulgaria.*

Direction Generale de la Sante Publique, Plochtad Sveta Nedelia, Sofia.

#### *Chile.*

Instituto Bacteriologico de Chile, Casilla 48, Santiago de Chile.

#### *Colombia.*

Laboratorio Samper-Martinez, Calle 57 No. 1A, Bogota.

#### *Cuba.*

Instituto Provincial Antirrabico, Apartado Num. 192, Santa Clara.

#### *Czecho-Slovakia.*

Statni Memoenica (Pasteurova osetrovna proti besnote), Kosice.

State Instituuue of Hygiene, Korunni tr. 162, Prague—XII.

#### *Dominican Republic.*

Secretaria de Estado de Sanidad y Beneficencia y Obras publicas Ciudad Trujillo.

#### *Egypt.*

Antirabic Institute and Hospital, Department of Public Health, Ministry of the Interior, Cairo.

*Anglo-Egyptian Sudan.*

Sudan Medical Service, P.O. Box 303, Khartum.

#### *Estonia.*

Station Pasteur (Pasteuri jaam), Tartu.

#### *Finland.*

Valtion Serumlaboratorio, Konstantininkatu 3, Helsinki.

*France.*

Institut antirabique municipal, 83, rue de Saint-Genes, Bordeaux.

Institut Pasteur de Lille, Lille.

Institut bacteriologique de Lyon, 61, rue Pasteur, Lyon VII.

Institut Pasteur de Marseille, Ave. Pasteur-Boulevard Charles-Livon, Marseille.

Institut Bouisson-Bertrand, Service antirabique, Montpellier (Herauld).

Institut Pasteur de Paris, Service de la Rage, 25, rue du Dr. Roux, Paris 15 e.

*French Colonies, Protectorates, Mandated Territories, etc.*

*French Equatorial Africa* : Institut Pasteur de Brazzaville (A.E.F.).

*French West Africa* : Institut Pasteur de L'Afrique occidentale française  
Dakar (A.O.F.).

*Algeria* : Institut Pasteur d'Alger.

*Indo-China* : Institut Pasteur de Hanoi (Tonkin).

Institut Pasteur de Hue (Annam).

Institut Pasteur de Pnom Penh (Cambodia).

Institut Pasteur, rue Pellerin, Saigon (Cochinchine).

Institut Pasteur de Ventiane.

*Lebanon* : Institut antirabique, Faculte francaise de Medecine de Beyrouth  
(Republique Libanaise).

*Madagascar* : Institut Pasteur de Tananarive.

*Morocco* : Institut Pasteur, 1 rue Francois Magendie, Casablanca.

Institut Pasteur due Maroc, Tanger.

*Tunis* : Institut Pasteur, Tunis.

*Germany.*

Städtisches Krankenhaus, Bayreuth.

Preussisches Institut für Infektionskrankheiten Robert Koch, Fohrerstrasse 2,  
Berlin N.39.

Hygienisches Institut (Wutschutzabteilung) Maxstrasse 4, Breslau.

Staatliche Lymphanstalt, Dresden.

Pasteur Institut, Freiburg i. Brisgau.

Städtisches Krankenhaus (II Med. Abteilung), Munchen-Schwabing.

Wutschutzstelle des städtischen Krankenhauses, Nurnberg.

Städtisches Krankenhaus, Passau.

Katholisches Krankenhause, Regensburg.

Krankenhaus der Barmherzigen Bruder, Straubing.

Krankenhaus Arlborg der Elisabethinerinnen, Straubing.

Wurttembergisches medizinisches Landesuntersuchungsamt, Azenberg-str. 14,  
Stuttgart.

Medizinische Klinik, Wurzburg.

*Great Britain (British Colonies, Dominions, Mandated Territories, etc.).*

*Canada* : Connaught Laboratories and School of Hygiene, Toronto 5.

*Ceylon* : Medical and Sanitary Services, P.O. Box No. 500, Colombo.

*Federated Malay States* : Institute of Medical Research, Kuala Lumpur.

*Gold Coast* : Medical and Sanitary Service, P.O. Box 138, Accra.

*Hong Kong* : Bacteriological Institute, Hong-Kong.

*India* : Haffkine Institute, Parel, Bombay No. 12.

Pasteur Institute, Ballygunge, 2, Store Road, Calcutta.

Pasteur Institute of Southern India, Coonoor (Madras Pres.).

Pasteur Institute of India, Kasauli.

Pasteur Institute of Burma, Rangoon.

Pasteur Institute and Medical Research Institute, Shillong (Assam).

*Kenya* : Medical Research Laboratory, Section of Bacteriology and  
Immunology, P.O. Box 141, Nairobi.

(Local treatment centres at *Kericho* and *Kisii*.)

*Nigeria* : Medical and Sanitary Service, Lagos.

*Palestine* : Department of Health, Government of Palestine, Jerusalem.

*Shanghai* : Anti-Rabie Institute (Public Health Department), Shanghai.

*Sierra-Leone* : Medical and Sanitary Services, Freetown.

*Union of South Africa* : Department of Public Health, P.O. Box 386, Pretoria.

*Greece.*

Institut antirabique et vaccinogene de l'Etat, Iera Odos, Athens.  
 Institut antirabique municipal, Salonica.

*Haiti (?)*

Direction Generale du Service National d'Hygiene publique, Port-au-Prince.

*Hungary.*

Pasteur-Intezet, IX, Rakos-utca 7, Budapest.

*Iran.*

Institut Pasteur, Teheran.

*Iraq.*

Public Health Directorate, Baghdad.

*Italy.*

Istituto Antirabico, Via Fanti 14, Ancona.  
 Istituto Antirabico, Ospedale Consorziale, Bari.  
 Istituto Antirabico di Bologna, Bologna.  
 Istituto Antirabico, Catania.  
 Istituto Antirabico, Faenza.  
 R. Clinica Medica, Florence.  
 Istituto Antirabico, Municipio di Genova, Genoa.  
 R. Istituto d'Igiene, Messina.  
 Istituto Antirabico presso l'Ospedale Maggiore di Milano, Via Ospedale 5, Milano.  
 R. Istituto Anatomia Patologica, Napoli.  
 Istituto Antirabico, Padova.  
 Istituto Antirabico, Ufficio d'Igiene, Palermo.  
 Istituto Antirabico "Eusebio Valli," Pisa.  
 Istituto Antirabico di Roma, Piazza del Viminale 7, Roma 5.  
 Istituto Antirabico, Sassari.  
 Istituto antirabbico municipale, Torino.  
 Dispensario antirabico comunale di Trapani, Trapani.

*Japan.*

Government General of Chosen, Keijo (Chosen).  
 Bureau of Public Health, Local Government of Osaka.  
 Kitasato Institute for Infectious Diseases, Sankochō Shiba-ku, Tokyo.  
 Government Institute for Infectious Diseases, Shib-tu, Tokyo.

*Latvia.*

Institut Pasteur municipal, Valdemar iela 34, Riga.

*Manchukuo.*

Sanitation Office, Local Administration Department, Dairen.

*Mexico.*

Departamento de Salubridad Publica, Departamento de Educacion Higienica,  
 Propaganda y Bio-Estadistica, Mexico.

*Netherlands.*

Rijks-Instituut voor de Volksgezondheid, Sterrenbosch 1, Utrecht.

*Netherlands East Indies :*

Pasteur Institute, Bandoeng (Java).

*Peru.*

Instituto de Vacuna y Seroterapia, Lima.

*Philippines.*

Bureau of Science, Rabies Department, Manilla.



*Poland.*

Institut antirabique du Prof. Odo Bujwid, Ulica Lubicz L., 34, Cracow.  
 State Institute of Hygiene, Piekarska 56, Lwow.  
 State Institute of Hygiene (Sera and Vaccines Department), Chocimska 24,  
 Warsaw.  
 Zaklad Pasteur 'owski D-ra W. Orlowskiego, Ul, Sadowa 21, Wilno.

*Portugal.*

Instituto Camara Pestana, Lisbon.

*Roumania.*

Institual Dr. Victor Babes, Sectiunea antirabica, Splaiul Independentei 99.  
 Bucharest VI.  
 Institutul Antirabic, Cernauti.  
 Institutul de Patologie generala si experimentală, Cluj.  
 Institutul Antirabica, Iasi.

*Siam.*

Institut Pasteur (Section scientifique de la Societe siamoise de la Croix-Rouge),  
 Bangkok.

*Spain.*

Servicio Antirabico, Laboratori Municipal, Mallorca 284, Barcelona.  
 Instituto Nacional de Higiene, Seccion de Rabia, Moncloa, Madrid.

*Switzerland.*

Hygienisch-Bakteriologisches Institut der Universitat, Friedbuhlstrasse 51,  
 Berne.

*Turkey.*

Direction de l'Hygiene et de l'Assistance sociale, Ankara.

*Uruguay.*

Servicio Antirrabico, Montevideo.

*United States of America.*

Pasteur Institute, State Charity Hospital of Louisiana, New Orleans.  
 Department of Health, City of New York.  
 St. Louis Pasteur Institute, St. Louis (Missouri).

*U.S.S.R.*

The Director of the U.S.S.R. "Bureau d'Information pour l'etranger du Narkomzdrav" states that there are as many as 70 antirabies institutes with more than 300 stations attached in the U.S.S.R. The following are those for which data are available. We do not possess a complete list of the 370 treatment centres.

Ashkhabad.	Krasnodar.	Perm.	Tashkent.
Astrakhan.	Krasnoyarsk.	Piatigorsk.	Tiflis.
Blagoveshtshensk.	Kzil Orda.	Poltava.	Tomsk.
Engels.	Leningrad.	Pskov.	Ufa.
Gomel.	Mariupol.	Rostov (Don).	Vinnitza.
Gorky.	Moscow.	Saratov.	Vitebsk.
Irkutsk.	Novotsherkask.	Semipalatinsk.	Vologda.
Kazan.	Odessa.	Simferopol.	Voronezh.
Kharkov.	Omsk.	Stalingrad.	Yaroslavl.
Kiev.	Ordionikitze.	Stavropol.	
Kirov (Ukraine).	Orel.	Sverdlovsk.	
Koursk.	Penza.	Tambov.	

*Yugoslavia.*

Institut Central d'Hygiene, Section antirabique, Belgrade.  
 Institut d'Hygiene, Section antirabique, Nish.  
 Institut Pasteur de Novizad, Novi Sad.  
 Institut d'Hygiene, Sarajevo.  
 Institut d'Hygiene, Section antirabique, 4, Mirogojska cesta, Sagree.

**1173.—Venereal Disease**

(N. 1534/36.—14.5.1936.)

During the period in which a rating, otherwise qualified for advancement, has symptoms of venereal disease which are of an infectious nature, his name is to be placed on the back of Form S.507 under the heading of "Ratings qualified but not recommended."

2. When authority for the advancement of a rating is received, he is not to be rated if at that time he is suffering from symptoms of infectious venereal disease. In this case, Form B.13 is to be returned to the dépôt at once with the necessary notation and his name is to be removed from the advancement roster until he is again recommended on Form S.507.

(C.A.F.O. 2790/36.)

**\*1176.—Sick Berth Ratings—Membership of the Society of Radiographers**

(M.D.G. 3659/36.—14.5.1936.)

Exemption in Part I of the examination for membership of the Society of Radiographers may be claimed by sick berth ratings who desire to take this examination, provided they are certified as having carried out a full course of training in radiography, and that they produce a certificate to the effect that they have passed the examination prescribed by the Admiralty.

**1224.—Anti-Gas Courses for Midshipmen**

(C.W. 11083/35.—21.5.1936.)

In future, no anti-gas instruction will be included in the Gunnery Course at Portsmouth for Acting Sub-Lieutenants qualifying for Lieutenant.

2. The three days' anti-gas instruction hitherto given during the Gunnery Course is to be replaced by a five days' course taken during the period of service as Midshipman.

3. At the earliest convenient opportunity after first joining their ships, Midshipmen are to undergo the full standard five-day course and Commanding Officers of ships to which Midshipmen are appointed are to make the necessary arrangement for this to be done.

4. Midshipmen serving in Home Fleet ships are to undergo the usual standard courses (*vide* A.F.O. 1793/32); for Midshipmen appointed to foreign stations, anti-gas courses, under a selected officer, are to be arranged locally.

(A.F.O. 1793/32.)

**1228.—Issued Confidentially.****\*1231.—Petty Officers—Increased Requirements—REPORTS**

(N. 1415/36.—21.5.1936.)

On account of an increase in the number of Leading Seamen advanced to Petty Officer during recent years, and to be advanced during the current year, the actual numbers of Leading Seamen at present on the roster who are qualified for advancement will not be sufficient to meet requirements in the near future.

2. Although it is important that the number of Petty Officers allowed should be borne, Their Lordships wish to emphasise that no reduction in the standard of Petty Officer can be accepted.

3. With a view, however, to making good the prospective shortage, steps should be taken to encourage *suitable* men to volunteer to qualify for Petty Officer.

4. Further, in order that Leading Seamen who are recommended for immediate advancement may be placed on the roster *without delay*, the following temporary measure is to be brought into force :—

In addition to the normal rendering of Forms S.507 on 31st May and 30th November, reports are specially to be rendered for Leading Seamen only, on the last day of each month. Such special monthly reports are to contain the names and essential details of all those Leading Seamen—

- (a) who, since the rendering of the previous Form S.507, have become fully qualified, and are recommended for immediate advancement ;
- (b) who were fully qualified, but not recommended on the previous Form S.507, and are now recommended ;
- (c) who were recommended on the previous Form S.507, and are not now recommended ;
- (d) who are qualified but are not recommended.

5. In order that the above information may be made available in depôts without delay, the special reports called for in paragraph 4 are to be forwarded on Forms S.507 from ships and establishments in Home Waters and the Mediterranean, and by signal from all other foreign stations. The information concerning Leading Seamen contained in the normal May and November renderings of Form S.507 is similarly to be signalled, as well as forwarded in the usual way.

### 1232.—*Issued Confidentially.*

#### \*1235.—Sailors' Homes

(P.M. 3315/35.—21.5.1936.)

#### LIST OF SAILORS' HOMES, INSTITUTES, ETC., AVAILABLE FOR USE BY MEN OF THE FLEET

##### *Home Stations*

Chatham	...	...	Navy House, Clover Street.
"	...	...	Salvation Army Naval and Military Home.
"	...	...	Royal Sailors' Home.
"	...	...	(Miss Daniels') Soldiers' and Sailors' Home, Old Brompton.
Devonport	...	...	Salvation Army Naval and Military Home.
"	...	...	Royal Sailors' Club.
"	...	...	Royal Sailors' Rest.
"	...	...	Welcome Sailors' and Soldiers' Home.
Edinburgh	...	...	Sailors', Soldiers' and Airmen's Institute.
"	...	...	R.N. Association and Club.
Falmouth	...	...	Royal Cornwall Soldiers' and Sailors' Home.
Gosport	...	...	Church of England Soldiers', Sailors' and Air Force Institute.
Harwich	...	...	Salvation Army Naval and Military Home.
Invergordon	...	...	Y.M.C.A. Institute.
Ipswich	...	...	Sailors' Rest.
Plymouth	...	...	Y.M.C.A. for Service and Ex-Service Men (Union Street).
"	...	...	Mayflower Hostel Sailors' Rest.
Portland	...	...	Salvation Army Naval Home.

*Home Stations—(contd.)*

Portsmouth	...	...	Trafalgar Soldiers', Sailors', and Airmen's Institute.
"	...	...	Royal Sailors' Home Club.
"	...	...	Salvation Army Naval and Military Home.
"	...	...	Duchess of Albany Sailors' and Soldiers' Home.
"	...	...	Royal Sailors' Rest.
"	...	...	Y.M.C.A. Soldiers' and Sailors' Institute.
Queenstown	...	...	Soldiers' Home and Sailors' Rest.
Rochester	...	...	Sailors' Home (Missions to Seamen).
Rosyth	...	...	Y.M.C.A. Institute.
Southampton	...	...	Sailors' Home.
"	...	...	Jellicoe Sailors' Rest.
"	...	...	Salvation Army Hostel.
"	...	...	Missions to Seamen Institute.
Torquay	...	...	Sailors' Home.
Weymouth	...	...	Salvation Army Naval and Military Home.
"	...	...	Sailors' Home from Home.
"	...	...	White Ensign Club.

*Foreign Stations*

Alexandria	...	...	Claridges' Fleet Club (Temporary).
"	...	...	British Services Club (ex Sailors' and Soldiers' Institute).
"	...	...	Alexandria Merchant Seamen's Home.
"	...	...	Y.M.C.A.
Algiers	...	...	British Seamen's Institute (on quay).
Athens	...	...	Y.M.C.A.
Barcelona	...	...	Seamen's Institute.
Genoa	...	...	Sailors' Rest, Via Milano 15. (Presbyterian.)
"	...	...	Seamen's Institute, Via Milano 73. (C. of E.)
Gibraltar	...	...	Welcome Sailors', Soldiers' and Airmen's Home.
"	...	...	Sailors' Home
"	...	...	Salvation Army, Naval and Military Home.
"	...	...	Royal Naval Canteen.
"	...	...	Mediterranean Garrisons' Soldiers' and Sailors' Mission Home.
"	...	...	Garrison Recreation Rooms.
Haifa	...	...	British Sailors' Society Home.
"	...	...	Newton House Naval Club (Temporary).
"	...	...	N.A.A.F.I. Canteen at Peninsula Barracks.
Leghorn	...	...	Seamen's Institute.
Malta	...	...	Vernon United Service Club, Valletta.
"	...	...	Connaught Soldiers' and Sailors' Home, Floriana.
"	...	...	Salvation Army, Naval and Military Home, Floriana.
"	...	...	White Ensign Club, Sda, Mercanti, Valletta.
"	...	...	The Rest (Margherita Hill), Cospicua.
"	...	...	King Edward VII Sailors' Rest, Floriana.
"	...	...	St. Andrew's Hall, Valletta.
"	...	...	R.N. Canteen, Corradino.
"	...	...	Canteen, R.M. Camp, Ghain Tuffieha.
"	...	...	Manoel Island Club.
Marseilles	...	...	Marseilles Sailors' Club, 36 Rue de Forbin.
Naples	...	...	British Sailors' Society Home.
Palermo	...	...	Sailors' Rest, 160 Via Francesco Crispi.
Port Said	...	...	Welcome Sailors' and Soldiers' Home.
"	...	...	N.A.A.F.I. Canteen in Navy House.
Venice	...	...	Seamen's Institute, S. Croce 553.
Capetown	...	...	Union Jack Club.
"	...	...	Missions to Seamen's Institute.
"	...	...	Sailors' Home.

*Foreign Stations—(contd.)*

Durban ...	...	Sailors' Home.
" ...	...	Mission to Seamen.
East London ...	...	Mission to Seamen's Institute.
Lagos ...	...	Sailors' Institute.
Lourenço Marques	...	Seamen's Institute.
Port Elizabeth	...	Seamen's Institute.
Simonstown ...	...	United Service Institute.
" ...	...	Methodist Soldiers' and Sailors' Home.
" ...	...	Royal Naval Recreation Rooms.
Aden ...	...	Soldiers', Sailors' and Airmen's Institute.
Bombay ...	...	Seamen's Society (Prince of Wales Institute).
" ...	...	Wesleyan Institute for Navy, Army, Air Force and Merchant Service.
Colombo ...	...	British Soldiers' and Sailors' Institute.
Diyatalawa ...	...	R.N. Canteen.
Karachi ...	...	McHinch Memorial Seamen's Rest.
Madras ...	...	Seamen's Institute.
Mombasa ...	...	Missions to Seamen.
Trincomalee ...	...	Methodist Sailors' Home.
" ...	...	R.N. Canteen.
Zanzibar ...	...	Cooper's Institute.
Barbados ...	...	Y.M.C.A.
Bermuda ...	...	R.N. Petty Officers' Club.
" ...	...	R.N. Canteen.
" ...	...	Hamilton Sailors' Home.
Esquimalt ...	...	Ex-Service Men's Club.
Halifax ...	...	Navy League Institute.
Jamaica ...	...	Sailors' Rest, Kingston.
Montreal ...	...	Army and Navy Veterans' Club.
" ...	...	Catholic Sailors' Club
Trinidad ...	...	Sailors' and Soldiers' Club.
Vancouver ...	...	Ex-Service Men's Club.
Hong Kong ...	...	China Fleet Club.
" ...	...	Sailors' and Soldiers' Home.
" ...	...	Sailors' Home and Seamen's Institute.
" ...	...	Cheero Club.
" ...	...	Y.M.C.A., Kowloon.
Shanghai ...	...	Missions to Seamen's Institute.
" ...	...	Hanbury Institute.
" ...	...	Union Jack Club.
" ...	...	*Navy Y.M.C.A.
Singapore ...	...	Sailors' Institute, Anson Road.
" ...	...	Boustead's Institute for Seamen, Tanjong Pagar.
" ...	...	Union Jack Club.
Canton ...	...	R.N. Canteen.
Changsha ...	...	Yangtse Flotilla Canteen.
Chunking ...	...	R.N. Canteen.
Hankow ...	...	Yangtse Flotilla Canteen.
Ichang ...	...	Union Jack Club.
Kiukiang ...	...	R.N. Canteen.
Liukungtao (Wei-hai-wei)	...	R.N. Canteen.
Nanking ...	...	R.N. Canteen.
Wuhu ...	...	Yangtse Flotilla Canteen.
Kobe ...	...	Seamen's Institute, 109 Ito-machi.
Nagasaki ...	...	Seamen's Home, Oura.
Yokohama ...	...	Seamen's Club, Yamashita-cho.
Auckland, New Zealand	...	Missions to Seamen's Institute.
Honolulu ...	...	Sailors' Home.
Madeira ...	...	Sailors' Rest, Funchal.

\* Used almost exclusively by ratings of the United States Navy.

**1285.—Naval Observers—Medical Examination**

(C.W./N. 4078/35.—28.5.1936.)

Officers specialising as Naval observers will in future be required to undergo medical examination before selection for such duties and annually whilst employed thereon.

2. *Standard required.*—Freedom from any form of nasal obstruction, hernia, severe varicose veins, varicocele or hæmorrhoids, and the absence of any history of the following :—

Nervous breakdown.

Severe headaches.

Hay fever.

Asthma (within two years of examination).

Recurring or chronic bronchitis.

Organic or functional heart conditions which have necessitated prolonged rest.

Recent rheumatic fever.

Malarial attacks (within six months of examination).

Dysenteric attacks (within one year of examination).

Sunstroke or heat stroke.

Rib resection for empyema.

Train sickness or swing sickness.

*Standard of Vision.* Distant : 6/9, at least, with each eye tested separately. Near : Snellen, D. = 0·6, with each eye tested separately. Full fields of vision (confrontation test). Colour vision : Grade I. Corrected goggles are to be worn by men whose vision can be improved to 6/6 or better thereby.

*Standard of Hearing.*—Ability to hear a forced whisper at 20 ft. ; each ear to be tested separately.

3. Applications from officers desiring to specialise as observer must be accompanied by a certificate from the Medical Officer of their ship to the effect that they are medically fit in accordance with the standard in paragraph 2.

4. Officers who at the end of examination after specialising as observer are found to have hearing or vision slightly below the standard in paragraph 2, but whose efficiency in observing duties has been maintained, may continue to be employed on such duties. All such cases are, however, to be specially reported to the Admiralty.

5. The necessary amendments to King's Regulations and Admiralty Instructions will be issued.

(K.R. and A.I., Art. 334.)

**\*1291.—Continuous Service Signal and Telegraphist Ratings  
Re-engaged for Three Years—Qualification for  
Petty Officer**

(N. 1852/36.—28.5.1936.)

Continuous Service Signal and Telegraphist ratings re-engaged for three years under A.F.O. 394/36, Section I, may be permitted to qualify for V/S 2 or W/T 2 without being required to re-engage to complete time for pension.

(K.R. and A.I., Art. 427, Clause 2.)

**\*1294.—Meritorious Service Medal—Abbreviated Title**

(N. 2069/36.—28.5.1936.)

It has been decided that the use of the abbreviated title "M.S.M.," which has hitherto been allowed by custom to Naval and Marine recipients of the Meritorious Service Medal, is to be discontinued.

2. Existing holders of the Medal are, however, authorized to continue to use the title.

**\*1341.—Ex-R.N.R. and R.N.V.R. Ratings Serving under Short R.N. Engagements—Advancement**

(N. 1363/36.—4.6.1936.)

It has been decided that when ex-R.N.R. and R.N.V.R. ratings serving in the R.N. under short Non-C.S. engagements satisfy all the appropriate Reserve requirements for advancement to higher rating, they are to be dealt with as follows :—

*Ex-R.N.V.R. Ordinary Seamen, Ordinary Signalmen and Ordinary Telegraphists.*

Commanding Officers are to forward the requests for advancement (accompanied by both R.N. and R.N.V.R. Service Certificates) to the A.C.R. for decision, provided the ratings concerned appear to be fully qualified (or as fully qualified as possible in the circumstances) under the R.N.V.R. Regulations and are recommended for immediate advancement. Examinations ordered in the R.N.V.R. Regulations to be carried out at R.N.V.R. Divisions may be undertaken in the Fleet.

*Other ratings.*

Where the R.N. and Reserve standards for advancement differ, ratings are to be permitted to qualify for advancement under the Reserve and/or R.N. regulations. Particulars of such examinations passed are to be communicated to the A.C.R. for record. Actual advancement in the R.N. is to be confined to ratings qualifying by R.N. standards. On return to the Reserves, men will be re-enrolled in the rating for which they are then qualified under Reserve regulations, and seniority will be antedated as necessary.

**\*1413.—Leading Seamen Discharged to Depôts and Schools from Sea-going Ships—Recommendation on Forms S.1303 and S.1303b for Gunner's Mate, Torpedo Gunner's Mate or Submarine Detector Instructor**

(N. 2146/36.—11.6.1936.)

In order that Leading Seamen *not* passed for Petty Officer, who are suitable volunteers for Gunner's Mate, Torpedo Gunner's Mate or Submarine Detector Instructor, may be eligible for a qualifying course for the higher non-substantive rating in the event of their passing for Petty Officer during home service, it has been decided that such ratings who are discharged to depôts and schools from sea-going ships may be recommended for G.M., T.G.M. or S/D Instructor on Forms S.1303 and S.1303b.

2. These recommendations are to be inserted *in red ink* on Forms S.1303 and S.1303b, and the notation "N.Q." is to be made in the "Remarks" column.

3. The instructions on the back of Forms S.1303 and S.1303b will be amended accordingly on reprint.

### **1414.—Duties of Senior Supply Rating in Ships in which no Officer of the Accountant Branch is borne**

(N.L. 1197/36.—11.6.1936.)

In ships carrying more than one supply rating and in which no Accountant Officer is borne, or in which accountant duties are performed by an officer not of the Accountant Branch, the fact that the senior supply rating may be employed principally on central store or victualling duties does not exempt this rating from exercising supervision over the storekeeping and accounting procedure and the accuracy of the accounts of that section of accountant work on which he is not primarily engaged.

2. Commanding Officers of ships concerned should ensure that full use is made of the experience of the senior supply rating in this respect.

3. When responsibility for the collection of money for sales of clothing, soap, and tobacco is relegated to a supply rating, this duty is invariably to be undertaken by the senior supply rating.

### **\*1465.—Examinations for Petty Officer and Leading Seaman**

(N. 1922/36.—18.6.1936.)

As, under the revised rules Boatwork is now confined entirely to Section II of the examinations for Petty Officer and Leading Seaman, it has been decided that ratings who previously failed in Boatwork (Section I) may come within the provisions of the new rules as regards re-examination, *i.e.*, it may be regarded for this purpose as a failure in Section II.

### **\*1468.—Advancement of Naval Ratings—Prospects in relation to the Special Re-entries**

(P.M. 1069/36.—18.6.1936.)

Their Lordships have authorised adjustments in the Port Division Numbers to absorb re-engaged men so that for the present the vacancies available for the advancement of men serving under ordinary engagements will (in all cases) be *at least* as many as if there had been no special re-entries and no increase in requirements. In many cases, due to expansion, prospects will be better; but in certain ratings, with little increase in requirements and small numbers completing 22 years' service during this financial year, advancement will necessarily remain normal.

2. The situation must inevitably be a changing one in the present circumstances, and a careful watch is being maintained on the interests of all concerned.

### **1471.—Mechanician Courses**

(E.-in-C./N. 2529/36.—18.6.1936.)

At the last selection of candidates for the Mechanician Course it was not possible to include an equal number from each Port Division on account of insufficient candidates of one Division being recommended.

2. The attention of Commanding Officers is drawn to the provisions of King's Regulations and Admiralty Instructions, Appendix XVII, Part I (34 (b)), F.II, whereby Stoker Petty Officers who were not provisionally selected on completing the Leading Stoker Course or those provisionally selected and not chosen after one year's sea service, may be recommended if considered suitable subject to their having completed 2 years' sea service before joining the Mechanician Course.

3. The foregoing should be borne in mind when reporting upon Mechanician candidates on Form S. 234 in connection with the January, 1937, and subsequent Mechanician Courses.



## 1526.—Fleet Air Arm—Non-substantive Ratings of Observer's Mate and Air Gunner

(N. 1952/36.—18.6.1936.)

*Note.*—The following Order consolidates existing Orders concerning the non-substantive ratings of Observer's Mate and Air Gunner and contains, in addition, new decisions and instructions not previously promulgated.

### SECTION I

Their Lordships have had under consideration the measures of expansion in personnel which will be necessitated by the present programme of yearly additions to the strength of the Fleet Air Arm. They have also considered the method of developing the Telegraphist Air Gunner rating so that the duties and responsibilities of ratings entering it may be progressive and that corresponding non-substantive advancement may be made.

#### 2. It has been decided—

- (a) To replace the existing rating of Telegraphist Air Gunner by a non-substantive rating of Air Gunner open to the Seaman, Signal and Telegraphist branches.
- (b) To introduce a new higher non-substantive rating of Observer's Mate open to Air Gunners.
- (c) To introduce a new Specialist Branch of Executive Warrant Officers—Boatswains (O)—open to Observer's Mates.

#### 3. Their Lordships intend that Boatswains (O) and Observer's Mates will be employed (other than as pilots) on those air duties which :—

- (1) demand a higher standard of efficiency and training than is at present attained by Telegraphist Air Gunners, and
- (2) are in certain cases now carried out by Observer officers and which, it is anticipated, will prove to be within the capacity of Warrant Officers and ratings with a suitable training.

### AIR GUNNER

#### *Qualification, Selection, Records and Drafting.*

4. Selection for Air Gunner will be made by the Commodore, R.N. Barracks, Portsmouth, irrespective of Port Division, from volunteers from the Seaman, Signal and Telegraphist branches having the following qualifications (S.S. ratings who are selected must transfer to continuous service) :—

- (i) Be of either Leading or A.B. rate, and not more than 22 years of age at the date of volunteering.
- (ii) Have completed at least two years' seagoing service (as defined in King's Regulations and Admiralty Instructions, App. XVII, Part 1, paragraph 10) as an Ordinary or Able Seaman combined, or equivalent service in the Communication branch.
- (iii) Be passed as medically fit, and be at least 5 ft. 2 in. in height.
- (iv) Have passed Educational Test II either as a Boy or subsequently, or be in possession of the necessary educational qualification for the rating of Observer's Mate (*vide* paragraph 18 (iii) of this Order).
- (v) Be able to read and transmit at 10 words per minute on buzzer with reasonable proficiency.
- (vi) Be recommended.
- (vii) For Signal and Telegraphist ratings, must have qualified for the non-substantive rating of T.O. (V/S) or T.O. (W/T).

*Note.*—Seaman and Signal ratings should be given adequate facilities for working up for the buzzer test referred to in sub-paragraph (v) above.

5. Men will, however, be permitted to volunteer for Air Gunner as soon as they have been rated Able Seamen or its equivalent, but their names are not to be forwarded until they are fully qualified as in paragraph 4. The date of volunteering is to be noted on Form S.264.

6. The names of all ratings possessing the qualifications enumerated in paragraph 4 are to be reported to the Commodore, R.N. Barracks, Portsmouth, on Form S.1303 in duplicate. The date to be inserted in the "Date of Recommendation" column should be the date of volunteering, which will determine a man's position on the central roster. Copies of service certificates, history sheets, conduct sheets and buzzer proficiency certificates are to accompany Forms S.1303.

7. A notation that a rating has been recommended on Form S.1303 for Air Gunner is to be made on the man's Form S.264.

8. After Forms S.1303 containing recommendations for Air Gunner have been dealt with at Portsmouth, they will be circulated to Devonport and Chatham Depôts for notation in respect of ratings belonging to those Port Divisions.

9. Men will not be sent home from abroad specially to undergo the course for Air Gunner, unless there is a shortage of candidates.

*Note.*—Details of service as Air Gunner are to be entered on ratings' history sheets—Form S.1246 p.

10. Qualified volunteers will be selected from the central roster to undergo a course of about 33 weeks, W/T ratings being exempt from the elementary instruction in W/T. The syllabus of this course is shown in Appendix I. The buzzer passing-out test after this course will consist of a provisional test at about 18 words per minute.

11. On completion of the course successful candidates will be rated Acting Air Gunners and paid as such and will be drafted to an aircraft carrier, where training in W/T operating will be continued. After six months, Acting Air Gunners will be confirmed provided they pass the final buzzer test, passing marks being—Transmitting 85 per cent. at 18 words per minute, Receiving 95 per cent. at 20 words per minute. If, after 12 months' acting time, an Air Gunner cannot pass the final test, he will relinquish the non-substantive rating of Air Gunner.

12. In the Seaman branch the non-substantive rating of Air Gunner will carry with it the same qualification as S.G., S.T., etc., for the rating of Seaman Petty Officer, and for taking the professional examination for warrant rank. A seaman rating recommended for Air Gunner will not be permitted to qualify for any other non-substantive rating.

13. Air Gunners of the Communication branch should be given the opportunity of qualifying for the non-substantive rates of their branch in order that they may be eligible for advancement in substantive rating. The rating of V/S 1 or W/T 1 cannot, however, be held in conjunction with Air Gunner; consequently, Communication branch ratings wishing to qualify for V/S 1 or W/T 1 must relinquish the Air Gunner rating.

14. It is considered that for the greater part of the time while serving in aircraft carriers, and for a smaller proportion in catapult ships, Air Gunners will be carrying out air duties. They will, in any case, be borne for air duties and will be additional to the complements authorised for Seaman, Signal and Telegraphist duties in each ship. When, however, they are not required for air duties they will be required to carry out the duties of their own branches, and will be eligible for advancement to the Leading and Petty Officer rates under the ordinary regulations for their respective branches. Care must be taken that the Seaman Air Gunners are given adequate facilities for maintaining their buzzer standard whilst carrying out the duties of their own branch.

15. Air Gunners will not be required to serve as such for any specified number of years, and will not be called upon to undergo periods of general service. Men who for any reason have to cease, or are permitted to cease, flying finally, must

relinquish their Air Gunner rate, and those of the Seaman branch (including Petty Officers) should, if suitable, be given the opportunity of qualifying for the non-substantive rates open to their branch.

### *Records and Drafting*

16. The necessary records concerning Air Gunners will be kept at the R.N. Barracks, Portsmouth, from which depôt all drafting of these ratings will be carried out.

### OBSERVER'S MATE AND ACTING OBSERVER'S MATE

17. The non-substantive rating of Acting Observer's Mate will be open to Air Gunners who have volunteered for Observer's Mate and who are qualified in accordance with the succeeding paragraphs.

18. *Qualifications.*—(i) Must have served for  $1\frac{1}{2}$  years as an Air Gunner (confirmed).

(ii) Must be recommended by Commanding Officer of ship.

(iii) Must have passed the following higher educational test papers :—

General subjects (papers 1 and 3).	} 2nd class marks required.
Navigation 1 (paper 4).	

(iv) Must have passed professionally for Leading Seaman, or qualified for V/S 3 or W/T 3 and be recommended for advancement to Leading rate.

(v) Be passed as medically fit.

19. Men recommended for the Observer's Mate course, who are within two years of the expiry of their first engagement at the commencement of the course, must re-engage to complete time for pension before taking the course.

20. *Medical Examination.*—The medical examination for the rating of Observer's Mate is to take place on volunteering and annually thereafter and the result noted on the Medical History Sheet.

21. The presence of nasal obstruction, hernia, severe varicose veins, varicocoele or hæmorrhoids is to cause the rejection of the rating.

22. A history of any of the following is to disqualify :—

Nervous breakdown.

Severe headaches.

Hay fever.

Asthma (within 2 years of examination).

Recurring or chronic bronchitis.

Organic or functional heart conditions which have necessitated prolonged rest.

Recent rheumatic fever.

Malarial attacks (within 6 months of examination).

Dysenteric attacks (within one year of examination).

Sunstroke or heatstroke.

Rib resection for empyema.

Train sickness or swing sickness.

23. *Standard of Vision.*

Distant—6/9, at least, with each eye tested separately.

Near—Snellen, D.=0·6, with each eye tested separately.

Full fields of vision (confrontation test).

Colour vision—Grade I.

Corrected goggles are to be worn by men whose vision can be improved to 6/6 or better, thereby.

24. *Standard of Hearing.*

Ability to hear a forced whisper at 20 ft., each ear to be tested separately.

25. Observer's Mates who at the periodical tests are found to have vision or hearing below the standard laid down are not to be rejected provided that their efficiency has been maintained and that the defect is not present to an extent which renders them fit subjects for survey.

#### *Selection of Candidates*

26. The names of Air Gunners from the Seaman and Communication branches who volunteer for Observer's Mate and are qualified in all respects (paragraph 18) should be reported to administrative authorities, who will make the necessary arrangements for the men to appear before a Fleet or Squadron Board on which at least one officer with Fleet Air Arm experience should sit.

27. The names of successful candidates, together with the date of volunteering for Observer's Mate and date of birth, are to be reported to the Commodore, R.N. Barracks, Portsmouth, to be placed on a central roster for the course. The date of volunteering will determine the order in which the names of men successful on first examination are placed on this roster.

28. Air Gunners not recommended by a Fleet or Squadron Board are not debarred from further attempts, provided they are again recommended by their Commanding Officers, but a man may not apply for re-examination until six months have elapsed since the date of failure. The date of a man's last application for re-examination will determine his position on the roster for a course if he passes on re-examination.

29. At Home and on the Mediterranean Station, Fleet and Squadron Boards are normally to be convened twice a year in July and December. On other stations, Fleet and Squadron Boards should be held as convenient.

30. Air Gunners will not be sent home from abroad specially to undergo the course for Observer's Mate, unless there is a shortage of candidates.

31. *Observer's Mate Course.*—The course will last about seven months, and is a simplified form of the Officer Observer's course. The syllabus is shown in Appendix II to this Order.

32. Air Gunners who qualify will be given the non-substantive rating of Acting Observer's Mate, and, if not already Leading rates, will be advanced to the Acting Leading rate irrespective of their position on their substantive rosters. They will then be drafted to an aircraft carrier. The advancements so made will be additional to Port Division numbers, and should be reported immediately to the appropriate Depôt.

33. The confirmation of Acting Leading rates will be governed by King's Regulations and Admiralty Instructions, Article 407, Clause 1, but any rating who is reverted to the Able Seaman rate will also be reverted to Air Gunner, or will be permitted to relinquish flying duties altogether. A rating who has been reverted and continues in flying duty will only be allowed again to volunteer for Observer's Mate should he subsequently be confirmed as a Leading rate, and is again recommended as a candidate for Acting Observer's Mate.

34. There will be no further course for confirmation as Observer's Mate. Acting Observer's Mates may be confirmed as Observer's Mate by their Commanding Officer, provided that they :—

- (a) Have served for two years as Acting Observer's Mate.
- (b) Have had sufficient air experience and have become proficient in all the essential duties of an Observer's Mate.
- (c) Are considered fit for confirmation.

In exceptional cases, however, Commanding Officers may grant the confirmed rate of Observer's Mate after a minimum of 18 months in the acting rate, provided that conditions (b) and (c) are fulfilled. Acting Observer's Mates, who after two and a half years as such are not confirmed as Observer's Mates, will have the option of

reverting to Air Gunner or relinquishing air duties altogether. A rating who, in these circumstances, continues to serve as Air Gunner will not be eligible again to volunteer for Observer's Mate.

*Note.*—Details of service as Observer's Mate (acting and confirmed) are to be entered on their history sheets (Form S.1246 p.).

35. For the greater part of the time while serving in aircraft carriers, and for a smaller proportion while serving in catapult ships, Observer's Mates will be carrying out air duties. They will, in any case, be borne for air duties, and will be additional to the complements authorised for Seaman, Signal and Telegraphist duties in each ship. When, however, they are not required for air duties they will be required to carry out the duties of their own branches and will be eligible for advancement to the Petty Officer and Chief Petty Officer rates under the ordinary regulations for their respective branches.

36. Communication ratings holding the non-substantive rating of Observer's Mate (acting or confirmed) should be given the opportunity of qualifying for V/S 2 or W/T 2 when the Service permits (but see paragraph 37), but those ratings who wish to pass for V/S 1 or W/T 1, or for Signal Boatswain or Warrant Telegraphist, must relinquish their flying duties on being selected for a qualifying course, for these rates or ranks.

*Communication Ratings not qualified for V/S 2 or W/T 2—Temporary arrangements.*

37. As a temporary measure until the new system is fully established, Acting Yeomen of Signals, Acting Petty Officer Telegraphists, Leading Signalmen and Leading Telegraphists who have not qualified for V/S 2 or W/T 2 prior to selection for the Observer's Mate course, will, on qualifying for Acting Observer's Mate, be deemed to have passed for V/S 2 or W/T 2. These ratings should be informed that they will undergo a revision course for V/S 2 or W/T 2 subsequently, and should understand that they will then be required to show a reasonable standard of efficiency as V/S 2 or W/T 2 for the retention of the rate.

38. *Period of Service.*—Observer's Mates (acting or confirmed) will not be required to serve for any specified periods of flying duty, and also will not be required to undergo periods of general service. Men who for any reason have to cease, or are permitted to cease, flying finally, must relinquish their non-substantive rating of Observer's Mate, and those of the Seaman branch (including Petty Officers) should, if suitable, be given the opportunity of qualifying for the non-substantive rates open to that branch.

39. *Records and Drafting.*—A central roster of Observer's Mates (acting and confirmed), and the necessary records, will be kept at the Royal Naval Barracks, Portsmouth; all drafting will be carried out by the Commodore, Royal Naval Barracks, Portsmouth.

GENERAL

40. Whilst holding the non-substantive ratings of Air Gunner and Observer's Mate, ratings are to be considered as belonging to the Fleet Air Arm, which for the purposes of divisional work, welfare and other administrative matters, has the character of a specialist branch of the Service. When forms S.507 and other documents containing recommendations for advancement are being completed with regard to these ratings, the Commanding Officer should consult the appropriate officers of the Fleet Air Arm, who have opportunities for judging their fitness to hold higher substantive rate.

WARRANT RANK (BOATSWAIN (O))

41. Promotion to Warrant rank for Observer duties will be confined to Observer's Mates. Candidates, before being selected, must be qualified in accordance with King's Regulations and Admiralty Instructions, Art. 307, paragraph 4, i.e., they must have the same qualifications as for Gunner and Boatswain.

*Communication Ratings*

42. Communication ratings may qualify for Boatswain (O) without previous transfer to the Seaman branch. They may, however, if they so desire, transfer to the Seaman branch at any time during their service as Air Gunner or Observer's Mate.

43. Communication ratings remaining in their own branches who wish to qualify for Boatswain (O) must have the following qualifications before taking the seamanship examination for warrant rank :—

- (a) Be either a Yeoman of Signals, a Petty Officer Telegraphist, or a Leading rate of two years' seniority who has passed for the Petty Officer rating ; if specially recommended, however, a Leading rate of one year's seniority who has passed for the Petty Officer rating will be eligible.
- (b) Have served four years in sea-going ships.

44. Those who elect to transfer to the Seaman branch are to be employed prior to transfer for six months as seamen, when not required for flying duty, in order to gain experience and to enable Commanding Officers to judge their fitness for transfer.

45. Signalmen and Telegraphists who are recommended for transfer will be rated Able Seaman.

46. Communication ratings of Leading and Petty Officer rate (acting or confirmed) must show their fitness for transfer by passing the professional seamanship examination for Leading Seaman or Seaman Petty Officer respectively. A Leading Signalman or Leading Telegraphist may, however, if he wishes, take the examination for Seaman Petty Officer instead, on passing which he will be eligible to be recommended for advancement to Seaman Petty Officer in the usual course on Form S.507 : should he fail he should be examined for the rating of Leading Seaman at the first opportunity, if he still desires to transfer.

47. On transfer to the Seaman branch the seniority of Communication ratings will be deemed to be their original seniority in the corresponding Communication branch rate.

48. Further instructions will be issued with regard to the duties, specialist pay and courses for Boatswains (O).

*Note.*—The eligibility of candidates for commissioned rank will not be affected by anything contained in these Orders.

49. *Pay.*—The following are the rates of non-substantive pay (Category D) for the new ratings :—

	<i>Per day.</i>	
	<i>s.</i>	<i>d.</i>
(i) Observer's Mate ... ..	4	0
Acting Observer's Mate ... ..	3	6
Air Gunner ... ..	2	6

- (ii) In addition to the above non-substantive rates of pay Seaman ratings will receive an additional allowance as follows :—

	<i>Per day.</i>		
	<i>s.</i>	<i>d.</i>	
Observer's Mate and Acting	0	6	Procedure and Buzzer
Observer's Mate.			allowance.
Air Gunners ... ..	0	3	Buzzer allowance.

- (iii) Buzzer allowance for seaman air gunners will not be payable until these ratings have passed the final buzzer test referred to in paragraph 11 of this Order.

- (iv) Seaman and communication branch ratings will not be paid for any other non-substantive rating that they may hold.

50. *Badges.*—The following badges will be worn :—

Observer's Mate ...	...	As for T.A.G. with crown above and star below.
Acting Observer's Mate ...	...	As for T.A.G. with crown above.
Air Gunner ...	...	As for T.A.G. with star above.

*Note.*—Petty Officers and below of the Signal and Telegraphist branches will wear in addition a small size V/S or W/T badge on the right cuff.

Chief Petty Officers, and all Petty Officers and below other than the above will wear the Air Gunner or Observer's Mate non-substantive badge only.

## SECTION II

51. The following will be the arrangements for providing Observer's Mates until Air Gunners trained under the new system are available to qualify, *i.e.*, until about the middle of 1938.

52. During this intervening period, ratings for Acting Observer's Mate will be drawn from volunteers among existing Telegraphist Air Gunners and those who have transferred to Air Gunner.

53. The date on which this interim period will terminate will be promulgated in due course. After this date Telegraphist Air Gunners who have continued to serve under the old regulations (*see* paragraph 57 below) will not be permitted to volunteer for Observer's Mate.

54. Telegraphist Air Gunners and Air Gunners (ex T.A.G.) may accordingly volunteer for Acting Observer's Mate, providing they are qualified under the provisions of paragraph 18 (ii), (iii) and (iv) of this Order, subject to their having served for not less than 1½ years as a T.A.G., and/or A.G. ; advancement to Acting Observer's Mate and Observer's Mate will then be governed by the regulations laid down in paragraphs 17–40.

55. To be eligible for final selection for the Observer's Mate course, a Telegraphist Air Gunner or Air Gunner (ex T.A.G.) must not have passed his 35th birthday on the date on which the particular course for which he is being considered is due to start. He must re-engage to complete time for pension if required, in accordance with paragraph 19.

56. The educational qualification referred to in sub-paragraph 18 (iii) may be waived for Telegraphist Air Gunners who volunteered for Observer's Mate before 31st December, 1935, and who are otherwise qualified. Volunteers for whom this qualification is waived, and who are recommended by the Selection Boards, will be given an additional short course prior to commencing Part I of the course. When the names of candidates recommended by Selection Boards are forwarded, it should be stated whether or not the ratings are qualified educationally.

57. Telegraphist Air Gunners now serving and under training may transfer to Air Gunner under the new regulations, remain as Telegraphist Air Gunners under the old system, or relinquish the rating of Telegraphist Air Gunner.

58. Those who volunteer for Air Gunner while actually detailed for T.A.G. duties may be transferred to Air Gunner with pay as from 1st January, 1936, or from the date of volunteering, whichever is the later.

59. T.A.G.s who volunteer for transfer to Air Gunner during a period of general service may be transferred to Air Gunner with pay as from the dates of their being drafted to take up duty as Air Gunner, but not earlier than 1st January, 1936.

60. The appropriate books of regulations will be amended in due course.

(*K.R. & A.I., Arts. 407 (1) and Appendix XVII, Part 3 ; Drafting Regulations, Uniform Regulations and Signal Training Instructions.*)

# APPENDIX I

## SYLLABUS OF COURSE FOR AIR GUNNER

### PART I

*Carried out in H.M. Signal School, Portsmouth*

**Wireless Telegraphy** (10 weeks).

*W/T Procedure—Preliminary.* 10 periods.

*W/T Procedure.* 41 periods.

**W.S.I.** Chapters 2–14, 15 (Articles 231–239), 16, 17 (Articles 256–258, 261–264, 273–279), 18, 21 (Articles 336–337, 346–351) 22 (Articles 361–366, 368), 23, 25.

**G.S.I.** Articles 1, 2, 4–6, 11–16, 18, 19, 21, 23–29, 31, 32, 34–38 (a), 39, 42–50, 52–58, 60–67, 69–75, 85–88, 91–93, 99, 100, 102, 107–110, 125–139, 141–154, 157–165, 168, 169, 185, 186, 190–195, 215–217 (a) (b) (g) (h), 220, 222, 223, 228–230, 241–243, 292–294, 296–298.

**C.O.F.** Chapter 17 (briefly).

**D.C.G.** Organisation and F/C Procedure as it affects S/A Procedure.  
Appendix A, Articles 222–252.

*W/T Procedure Practical.* 25 periods.

*W/T Technical and Practical.* 13 periods.

TF, T21 and W3 ; General Lecture on D/F.

**Magnetism and Electricity.** An elementary knowledge of :—

Electron Theory, Practical Electrical Units, Ohm's Law, Capacity, Inductance, Measuring Instruments, Dynamos and Motors, Alternators and Simple A.C. Theory, Acceptor and Rejector Circuits, Resonance, Coupled Circuits, The Transformer.

**W/T Theory.** An elementary knowledge of :—

The Evolution of the Valve—Valve Constants. Oscillatory Circuits. Reception—Detection, Common Methods. Amplification—V.A.F. Reception of C.W.—Heterodyne—Autodyne—Superheterodyne. H/F Reception—Screen Grid Valve. Wavemeters. Transmitters—General Theory and Classification. Power Supplies. Modulation, I.C.W. H/F Transmitters—Master Control. R/T Transmission—Side Bands. Wave Propagation.

(During the above part of the course 29 periods are utilised for V/S Practical and in addition two twenty-minute sessions per day for Buzzer. The Final Buzzer Examination is taken on completion of the V/S Course.)

**Examinations.** *W/T Procedure Paper*—3 hours.

*Theory and Technical Paper*—3 hours.

*Practical Procedure*—2 periods.

**Visual Signalling** (4 weeks). To include :—

**V/S Receiving.** 10 periods.

*Practical V/S Procedure with Aldis Lamps.* 12 periods.

*W/T Procedure.* 14 periods.

**Signal Manual**—Articles X1 to X3, Chapter XVII.

**Fleet Signal Book**—Sections 2 and 3.

**G.S.I.**—Chapters 1, 7, 8, and Articles 107–112, 125–154, 157–165.  
Appendix 1.

**V.S.I.**—Chapters 1 to 7 inclusive, and 10, 14 and 17.

**Naval Aircraft Code**—Thorough Instruction in the whole book.

Buzzer is read twice daily during the V/S Course up to the time of commencement of the examinations.

**Examinations.** *V/S Paper*—3 hours.

*Practical Coding from Naval Aircraft Code*—1 hour.

*Practical V/S Procedure.*

*Practical Receiving* (all methods) and transmitting (Aldis lamp and hand flags).



## PART II

*Carried out at the School of Naval Co-operation, Lee-on-Solent**1st Week**Lectures—*

- (a) Introductory Lectures by Senior Naval Observer and Signals Officer.
- (b) Daily and Periodical Inspections, with notes.
- (c) W/T. Wiring of Aircraft, with diagrams.
- (d) T.F., T21C Panel Wiring, with diagrams.
- (e) Receiver T.F. (Mod.), with notes.
- (f) Transmitter T21C, with notes.
- (g) Wavemeter C.W. No. 3, with notes.
- (h) Generators, 80 watt and 120 watt with Clutch, with notes.

*Practical—*

- (a) General Practical Instruction on T.F., T21C, No. 3 Wavemeter.
- (b) Morse and procedure Instruction.

*2nd Week**Lectures—*

- (a) Preparation Tests before Flights, including Fault-finding.
- (b) Bonding and Screening, with notes.
- (c) W/T. Organisation and Regulations for Aircraft.

*Practical—*

- (a) Ground Practical Instruction on T.F., T21C, No. 3 Wavemeter.
- (b) Operating W/T crates in practical room.

*3rd Week**Lectures—*

- (a) R.A.F. D.F. Organisation.
- (b) Beacon with practical instruction.
- (c) Care and use of parachutes and fitting of same.
- (d) Handling of aircraft.

*Practical—*

- (a) Wave-changing exercises on ground in aircraft.
- (b) Morse and procedure instruction.

*4th Week**Lectures—*

- (a) Revision of 1st Week Lectures.
- (b) Care and Maintenance of R.A.F. Accumulators.
- (c) V.S. Procedure.

*Practical—*

- (a) Daily and Periodical Inspections, including adjustment of clutch and aerial weight attachment.
- (b) Morse and procedure.
- (c) V.S. communication on ground.

*Flying—*

- (a) Initial Flight air experience.
- (b) Initial W/T. Flight.
- (c) Communication Exercise.
- (d) Wave-change Exercise.

*5th Week**Lecture—*

Transmitter-Receiver T.R.4, Wavemeters W66, W63, W67.

*Practical—*

- (a) Transmitter T22.
- (b) Morse and procedure.

*Flying—*

- (a) Wave-changing Exercise.
- (b) Communication Exercise.

*6th Week**Lectures—*

- (a) F.A.A. Reconnaissance.
- (b) Action Observation.
- (c) Spotting.
- (d) Aircraft Code Books.

*Practical—*

- (a) T.R.4. Ground Training.
- (b) T.R.4 fitted in aircraft.
- (c) Morse and procedure.

*Flying—*

- (a) D.F. Exercise.
- (b) Beacon Exercise.

*7th Week**Lectures—*

As for 6th week.

*Practical—*

- (a) Transmitter-Receiver T.R.9 with R/T procedure—W.69.
- (b) Sleeve Target Folding.
- (c) Morse and procedure.

*Flying—*

Transmitter-Receiver T.R.4 (H.F. and L.F.).

*8th Week**Lectures—*

As for 6th week.

*Practical—*

- (a) Transmitter-Receiver T.R.9.
- (b) Morse and procedure.

*Flying—*

- (a) Transmitter-Receiver T.R.4.
- (b) Towed Target Work.
- (c) V/S.

*9th Week**Lectures—*

As for 6th week.

*Practical—*

- (a) Adjustment of L/T Key, with notes.
- (b) Morse and procedure.

*Flying—*

- (a) Transmitter-Receiver T.R.4, including examination. (Part of "F" test.)
- (b) Towed Target Work.

*10th Week**Lectures—*

- (a) Transmitter-Receiver T.R.9.
- (b) General purpose W/T Installation.

*Practical—*

- (a) R/T Ground Training.
- (b) Morse and procedure.

*Flying—*

Air-to-Air Communication.

*11th Week**Lectures—*

- (a) Instruction on General Electrical Equipment in Aircraft, with special reference to Engine-driven Generator.
- (b) As for (b) 10th week.

*Practical—*

- (a) R/T Training.
- (b) Morse and procedure.

*Flying—*

Air-to-Air.

*12th Week**Lectures—*

Review of all Technical Orders relating to R.A.F. W/T Apparatus in Aircraft.

*Practical—*

- (a) Fault-finding and Clearing.
- (b) Morse and procedure.

*Flying—*

Air-to-Air.

*13th Week**Lectures—*

Revision of previous Lectures.

*Practical—*

- (a) Revision.
- (b) Morse and procedure.

*Flying—*

Air-to-Air.

*14th Week**Lectures—*

Revision of previous Lectures.

*Practical—*

- (a) Revision.
- (b) Morse and procedure.

*Flying—*

- (a) W/T Communication Examination Air-to-Air ("E" Test).
- (b) V/S Examination ("F" Test—part of—see Flying, 9th week, for other part).

*15th Week**Final Examinations—*

- (a) W/T and R/T Apparatus—written. "A" Test.
- (b) F.A.A. Duties—Reconnaissance and Spotting—written. "B" Test.
- (c) *Viva voce* on all subjects. "C" Test.
- (d) Procedure—written. "D" Test.
- (e) Buzzer Receiving and Transmitting.

To qualify in the latter, 95 per cent. at 18 words per minute is required.

Passing standard in other subjects—an aggregate of 60 per cent. or over excepting that 80 per cent. or over is required for a pass in "E" and "F" tests

*Note.*—Until the new General Purpose Installation is in universal use in the Fleet Air Arm, Instruction—Air and Ground—must continue on the T.R.4. The latter will be gradually dropped as numbers of the G.P. Sets become available.

## APPENDIX II

## ACTING OBSERVER'S MATE COURSE—OUTLINE SYLLABUS

## PART I. (Length 7 weeks)

*Carried out in Signal School (4 weeks) and H.M.S. "Excellent" (3 weeks)*

*V/S and W/T Course*

Signal Publications, Confidential Books and Current Orders.  
 Colours and Meanings of Flags and Pendants.  
 Manœuvring and Stationing Signals.  
 Cruising Orders and Dispositions.  
 Drafting, Coding and Handling Messages.  
 V/S Procedure, Flashing and Semaphore.  
 Distribution of Gunfire.  
 Spotting and Target Signals.  
 Fire Control Procedure.  
 Fleet W/T Organisation in Peace and War.  
 Technical W/T Aircraft Sets and D/F, W/T, R/T and Distress Procedures.

*Fire Control.*

Principles and methods of naval fire control in direct and indirect fire. Principles and methods of concentrating and dispersing fire. Spotting rules with and without spotting aircraft. (Principles and methods of carrying out a naval bombardment with aircraft observation.) Exercises on Observer's Spotting Table.

## PART II. (Length 22 weeks)

*Carried out at R.A.F. School of Naval Co-operation, Lee-on-the-Solent*

*Notes*

(1) The figures in brackets after each subject indicate the approximate number of hours "lecture room" time devoted to each subject. In certain subjects additional hours would be spent in practical work.

(2) The flying time is divided between the subjects in approximately the same proportion as the "lecture room" time.

*Air Navigation (65 hours)*

Laying off courses, tracks and bearings. Fixing by ground objects. Methods of wind-finding. Solving velocity triangles. Keeping dead reckoning in aircraft. Proceeding from and returning to a moving base. Use of instruments supplied for the navigator of an aircraft.

Deviation and Variation. Construction of aircraft compasses. Fitting and adjustment of compasses. Construction and calibration of Air Speed Indicator.

*Reconnaissance (25 hours)*

The elementary principles of naval tactics and the general duties of reconnaissance aircraft. Instructions for the conduct of aircraft taking part in a search. A/S Patrols. Action observation and look-out aircraft. Anti-aircraft patrols. W/T organisation and procedure for reconnaissance and action observation aircraft. Examples of typical search schemes.

*Spotting (25 hours)*

Organisation of spotting aircraft. Spotting aircraft W/T procedure. Identification of targets from fire distribution signals. Estimating and reporting target ship courses and speeds; estimating and reporting fall of shot for range and line. Special duties in indirect fire. Selection of position for spotting aircraft.

Use of Plan rangefinder. Taking and reporting ranges. Aircraft W/T procedure in naval bombardment. Estimating and reporting fall of shot by Clock Code. Observation of fire on easily identified pre-arranged targets.

*Sleeve Target (as required)*

Operation of sleeve targets and method of marking.

*Armament (25 hours)*

Lewis gun (stripping, maintaining, aiming and firing).

Theory of bombing. Bomb sights and methods of bomb-aiming. Construction of bombs and their fitting to bomb carriers. Bomb carriers and bomb release gear. Bombing fixed and moving targets.

*Photography (10 hours)*

As in Naval Observers' Course.

*Meteorology (20 hours)*

As in Naval Observers' Course, the Observer's Mates attending the same lectures.

*W/T*

A few lectures would be given to bring and keep the Observer's Mates up to date in their knowledge of the W/T and R/T sets and accessories used in the Fleet Air Arm.

*Flying Time*

120 hours' flying time will be the aim with a minimum of 100.

### 1535.—Signal and Telegraphist Ratings re-engaged for 12 months— Qualification for V/S 3 or W/T 3

(N. 1591/36.—25.6.1936.)

Signal and Telegraphist ratings serving under a special temporary non-continuous service engagement (Form S.56X) for a period of 12 months are not to undergo shore courses for V/S 3 or W/T 3.

2. Such ratings, other than Pensioners, not qualified for V/S 3 or W/T 3 on re-engagement for 12 months, may, however, be granted the rate with pay, if they pass the appropriate examination afloat or in dépôt, without course.

### \*1541.—Sick Berth Ratings—Advancement

(N. 2167/36.—25.6.1936.)

Sick Berth ratings who fail in the final examination after having passed provisionally when the special arrangements promulgated in A.F.Os. 363/35 and 2568/35 were in force, may not take the examination again until they are qualified by service to do so in accordance with Appendix XVII, Part I, No. 109, King's Regulations and Admiralty Instructions.

2. Examinations passed under the special arrangements after 1st January, 1936, but prior to the receipt of A.F.O. 730/36, are allowed to stand.

(A.F.O. 730/36 and K.R. and A.I., App. XVII, Part 1, No. 109.)

### 1591.—Anti-Gas Course for Midshipmen—Notation on Form E.190

(C.W. 5511/36.—2.7.1936.)

When a Midshipman has completed his anti-gas course the fact is to be noted in his Record of Instruction—Form E.190.

Pending revision of that form a slip, prepared as below, is to be affixed to page 9.

---

*Anti-gas Course.*

This is to certify that Mr. ...., Midshipman,  
has completed satisfactorily the standard anti-gas course.

H.M.S. "....."

Date .....

.....Captain.

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(A.F.O. 1224/36.)

### 1690.—Chief Engine Room Artificers re-engaged after completing time for pension—Drafting in lieu of Engine Room Artificers temporarily

(P.M. 1877/36.—9.7.1936.)

Where it is found that extra commitments are not absorbing all the C.E.R.As. who re-engaged under A.F.O.s 2332/35 and 394/36, these ratings may be drafted in lieu of E.R.A.s to the following classes of ships up to the numbers shown against each :—

" Repulse " and " Renown "	...	...	...	...	2
" Queen Elizabeth " Class	...	...	...	...	1
" Glorious " Class	...	...	...	...	1
" Hermes " ...	...	...	...	...	1
" Resource "...	...	...	...	...	3
" Ajax," " Orion," " Neptune "	...	...	...	...	1
" Kent," " London," " Norfolk " and " York " Classes					1

### 1755.—Retention of Ratings beyond the Expiration of their Special Non-continuous Service Engagement S.56X

(N. 2614/36.—16.7.1936.)

The provisions of Article 396 of the King's Regulations and Admiralty Instructions are to be applied to men serving under the special non-continuous Service engagement S.56X.

### 1866.—Surveying Service—Volunteers Required

(C.W. 7149/36.—30.7.1936.)

Volunteers are required from Sub-Lieutenants or junior Lieutenants for employment in H.M. surveying ships at home and abroad, and any officers wishing to be considered should forward their applications through the usual channels.

2. Officers selected for this service will receive additional pay as 4th Class Assistant Surveyors from the date of joining their ships. They will be required to serve a minimum of three years in the Surveying Service, during which they will be eligible for increased rates of Surveying pay and at the conclusion of which their permanent retention, should they so desire, will be considered.

### \*1869.—Ex-R.F.R. Ratings entered for Temporary Service—Advancement

(N. 2259/36.—30.7.1936.)

Their Lordships have decided that the advancement of ex-R.F.R. ratings entered for temporary service shall be brought into line with that of other ratings entered for three years (i.e., C.S. and S.S. men extending their active service engagements) and that they will therefore be eligible for advancement under the ordinary regulations. They will not be required to requalify professionally if they have already passed for higher rating, but Commanding Officers should satisfy themselves before recommending ratings who passed for advancement when a lower standard of qualification was in force than at present, that such ratings reach the standard now required.

# **\*1997.—Medal of the Order of the British Empire and Meritorious Service Medal—Conditions of Award**

(N. 3572/36.—13.8.1936.)

The medal of the Order of the British Empire may be awarded to Royal Naval and Royal Marine personnel (A) for gallantry and (B) for meritorious service.

## **A.—THE MEDAL FOR GALLANTRY**

This medal, for which all ranks and ratings are eligible, will be awarded for acts of gallantry performed in peace time, or in time of war when not in action. Where such acts are performed by officers who are eligible by rank for appointment to Classes of the British Empire Order, the question whether a recommendation should be made for the award of the Order or the medal will be considered on the merits of each case. Recommendations for the award of this medal may be submitted at any time, and officers or men awarded it are entitled to use the letters "E.G.M." (Empire Gallantry Medal) after their names.

## **B.—THE MEDAL FOR MERITORIOUS SERVICE**

This medal can be awarded only to Chief Petty Officers, Petty Officers, Non-Commissioned Officers and men. It is designed to reward specially distinguished or meritorious service of a high standard; and no person should be recommended for it unless he has either performed special service of a high degree of merit, such as the discharge of special duties superior to his ordinary work; or has discharged in a highly meritorious manner his ordinary duties, where these have entailed work of a dangerous or specially trying character. Something more than faithful or zealous performance of ordinary duties is required. Recommendations should be forwarded each year by Commanders-in-Chief, Senior Officers, and the Adjutant-General, Royal Marines, to arrive at the Admiralty not later than 31st March. When no recommendations are made, a nil return should be forwarded.

## **THE MERITORIOUS SERVICE MEDAL**

The Meritorious Service Medal is now awarded only as provided in Article 801, clause 3, of the King's Regulations and Admiralty Instructions.

# **\*1999.—R.N. and R.M. Warrant Officers—Advantages of becoming Voluntary Contributors under the National Health Insurance, etc., Acts**

(P.M. 2782/36.—13.8.1936.)

Attention is drawn to the fact that although Naval ratings and Royal Marines on their promotion to warrant rank cease to be compulsorily insurable under the National Health Insurance Acts, and the Widows', Orphans', and Old Age Contributory Pensions Act, 1925, they remain eligible to become voluntary contributors to the scheme of Health and Pensions Insurance and the advantages of becoming voluntary contributors should be brought to their notice.

2. The present rate of voluntary contribution for Warrant Officers whose total income does not exceed £250 a year is 1s. 8d. a week, and for those whose total income exceeds £250 a year, 1s. 5d. a week. The difference in the rate of contribution is due to the exclusion of free medical treatment from the benefits receivable under the schemes by insured persons whose total income exceeds £250 a year. Although Warrant Officers on the Active List, irrespective of their total emoluments, are normally provided with medical treatment at Service expense, the Minister of Health advises that the higher rate of contribution of 1s. 8d. a week is, nevertheless, payable in the case of Warrant Officer voluntary contributors whose total income does not exceed £250 a year.

3. Contributions cease to be payable by a voluntary contributor on attaining the age of 65.

4. Apart from free medical attendance and medicine, in which Warrant Officers would not normally participate, the scheme provides the benefits as outlined below for voluntary contributors, subject to generally applicable conditions laid down by the Ministry of Health. Full information as to the conditions under which persons may become voluntary contributors under the scheme, with details of the benefits provided, is given in Memorandum 243/X, copies of which can be obtained from the Ministry of Health, Insurance Department, Whitehall, London, S.W.1.

(i) *Widows' and Orphans' Contributory Pensions*

Widow's pension	...	...	10s. a week until the widow attains the age of 70 (unless she remarries sooner).
Children's allowances	...	...	5s. a week for eldest or only child ; 3s. a week for each other child ; these allowances being paid up to the age of 14 (or 16 so long as the child is under full time instruction in a day school).
Orphan children (where both parents are dead).			7s. 6d. a week for each orphan child under the specified age.

A widow, who on attaining the age of 70 is in receipt of a widow's pension under (i) above, becomes entitled to a pension of 10s. a week for life under the Old Age Pension Acts, 1908–24, without any tests as to means, residence, or nationality.

Although the widows of Warrant Officers are eligible for the ordinary rates of Widow's Pension and Children's Allowances from the Admiralty of £35 a year and £12 a year in respect of each child, subject to the conditions prescribed in the Regulations, the widows of Warrant Officers who have become voluntary contributors are eligible for the above pensions and allowances in addition, *provided that a pension or child's allowance has not been awarded by the Admiralty at the attributable rates.*

(ii) *Contributory Old Age Pensions*

An Old Age Pension of 10s. a week becomes payable between the ages of 65 and 70, and at the age of 70 the contributor becomes eligible for a pension of 10s. a week for life under the Old Age Pension Acts, 1908–1924, without any test as to means, residence, or nationality.

The wife of the insured person who is or has been in receipt of a pension will also be entitled, when she is 65, to a pension of 10s. a week, and when she attains the age of 70, to the Old Age Pension without tests as to means, etc.

(iii) *Sickness and Disablement Benefit*

Payments during sickness of 15s. a week are made for a period not exceeding 26 weeks, and thereafter Disablement Benefit of 7s. 6d. a week, if still incapable of work after 26 weeks' Sickness Benefit has been received. These benefits cease to be payable when the age of 65 is reached.

(iv) *Maternity Benefit*

Forty shillings on the confinement of the wife of a male contributor.

5. The foregoing benefits are payable in addition to any Naval full pay or retired pay to which an insured Warrant Officer may be entitled.

6. A Warrant Officer who becomes a voluntary contributor is strongly advised to join an Approved Society, because a member of a Society has the advantage of drawing benefit from a common fund, and many Societies give additional benefits, which may take the form of increases in the ordinary rates of sickness, disablement and maternity benefits, and/or payment of the whole or part of the cost of treatment benefits, such as dental or ophthalmic benefit, or treatment in hospitals or convalescent homes.

The Health Insurance benefits of a voluntary contributor who is not a member of an Approved Society cease when the amount of his contributions is exhausted, and he is not entitled to additional benefits.



7. The option of becoming a voluntary contributor under the schemes must be exercised within a certain period from the date of ceasing to be compulsorily insurable. This period of option usually expires from 18 months to 2 years after compulsory contributions ceased to be payable, that is to say, on the 30th June or the 31st December, whichever comes next before the end of two years reckoned from the date of the last compulsory contribution. A Warrant Officer desirous of becoming a voluntary contributor should give notice, in writing, to his approved society or, if not a member of an approved society, to the Controller, Ministry of Health, Insurance Department, Bromyard Avenue, Acton, London, W.3, at the earliest possible date after ceasing to be compulsorily insurable.

8. *Continuation of Benefit for a Short Period after ceasing to be Compulsorily Insurable.*—Although a Naval rating or Royal Marine on promotion to officer ceases to be compulsorily insurable, the foregoing benefits continue for a short period should he not elect to become a voluntary contributor. Thus the wife of a promoted rating continues to be eligible for the grant of a widow's pension under the Act in the event of her husband dying within the period of option specified in paragraph 7 above, but her eligibility then lapses if in the meantime her husband has not become a voluntary contributor. It will be seen, therefore, that while the widow of a Warrant Officer who dies within 12 months of the date of his promotion is not eligible for the ordinary rate of Widow's Pension or child's allowance from the Admiralty, she is eligible for the contributory pension irrespective of whether or not her husband had become a voluntary contributor (unless granted an Admiralty pension at the attributable rate).

## 2001.—Royal Fleet Auxiliaries Abroad—Sickness of Officers and Ratings serving in—REPORT

(N.S. Fuel 2877/36.—13.8.1936.)

When sickness or injury renders an *officer* serving in a R.F.A. vessel *abroad* unfit for duty or to proceed to sea, and he is signed off agreement for removal to hospital or sick quarters, information is to be reported by telegram to the Admiralty (Director of Stores) in connection with Article 94 of the R.F.A. Regulations, under the following headings :—

- (a) Nature of illness or injury (if venereal, to be stated).
- (b) Whether due to the officer's own act or default.
- (c) Probable duration of unfitness for duty.
- (d) Date up to and including which wages have been paid on signing-off agreement.
- (e) Whether full amount of current month's or week's allotment or any proportion of it has been deducted from his pay.
- (f) Allotment proposed.
- (g) R.N. Hospital or sick quarters to which admitted.

2. With regard to (e) above, in order that payment on account of his allotment may be made to the officer's dependants for the month or week in which he is discharged sick, Masters should deduct from the officer's balance of pay the whole of his normal allotment if practicable. If the balance of pay due will not permit of the whole of the allotment being deducted, a proportion of not less than the amount calculated according to the number of days served in the month or week (ending Thursday) should be deducted. The Master should furnish an explanation to the Shipping Master that this is in respect of a payment to be made to the officer's dependant at the end of the month or week, and the written request of the officer should be produced in support if practicable. If the Shipping Master will not agree, then no allotment can be made for the month or week in which the officer is discharged sick.

3. In the majority of cases allotments are made monthly, and paid from the Admiralty at the end of each month. Where it appears from the particulars under (b) above, and from local information, that there is a proper case for the grant of sick pay, the amount which the officer desires to be allotted monthly while he remains

on sick pay should be stated in the telegram, under heading (f). This amount should not exceed that calculated on the basis of statement "A." Whenever circumstances permit the officer's request should be obtained in writing.

4. After verification at the Admiralty of the officer's record of service and previous sick leave, arrangements will be made for the payment of the desired allotment, or such portion of it as the facts justify, and notification will be sent to the Station by telegram that this has been done.

5. Advances of pay to officers themselves whilst in hospital should be restricted to the minimum, and in no case should these exceed the difference between their sick pay and their new allotment. If an advance is unavoidable it should be made by the Master of the vessel (if in port), otherwise by the Cashier of the Hospital or Dockyard. Each advance should be reported to the Director of Navy Accounts (Branch 5), by whom the authority for settlement of sick pay will be issued normally to the Master of the vessel in which an officer resumes duty on recovery from sickness.

6. The date of the officer's discharge from hospital should be immediately reported by telegram to the Admiralty. The officer is then no longer eligible for sick pay, and ordinary pay recommences only when he again signs an agreement. In the interval, his allotment will unavoidably lapse. In the event of his vessel being away, he may however be sent by a convenient opportunity of transport to rejoin his ship if his vacancy has not been filled, or he may be appointed temporarily to the vessel from which his relief was drawn, if there is a vacancy and that vessel is in the port. The action taken, and the first day on pay on resuming duty should be reported by telegram to the Admiralty.

7. When sickness or injury renders a R.F.A. *rating* unfit to proceed to sea and he is signed off agreement, the details required by (a), (b), (d) and (g) of paragraph 1 should be reported by telegram to the Admiralty (Director of Stores) in connection with Article 95 of the R.F.A. Regulations.

8. The reports to be rendered in accordance with paragraphs 1 and 7 are required in addition to the telegraphic report notifying the stoppage of an allotment directed to be forwarded in accordance with Article 82 of the R.F.A. Regulations.

The Handbook of Regulations and Instructions relating to Registered Royal Fleet Auxiliaries will be amended in due course.

#### Statement "A."

##### LIMITATIONS OF ALLOTMENT

Service.	Own default, including V.D.	Illness not due to Officer's own act or default.	
		Insurable under N.H.I. Act.	Not insurable under N.H.I. Act.
1. Under 12 months' service.	(Allotment allowed). Nil	(Allotment allowed). Nil	(Allotment allowed). Nil
2. Between 12 months' and 5 years' actual service.	Nil	Nil	Two - thirds of half pay.
3. Over 5 years' actual service.	Nil	Two-thirds of difference between full pay and 15s. per week.	Within the terms of Article 80 R.F.A. Instructions, Addenda 1932.

Maximum, 3 months (90 days) in any period of 2 years' actual service.

## 2042.—Royal Marine Officers—Training and Promotion of New Entries

(C.W. 7051/36.—20.8.1936.)

In order to meet the deficiency in R.M. Officers and provide for increased Fleet requirements, it has been decided as a temporary measure that—

- (a) The period of new-entry training will be reduced to 2 years 1 month.
- (b) Officers trained under this scheme will undergo further courses on completion of their first period afloat.

2. The following regulations, in modification of those contained in King's Regulations and Admiralty Instructions, Article 763, Clause 2, and Appendix XII, Part 10, Section I, will apply to officers entered on and after 1st September, 1936.

3. *Programme of Courses.*—The following courses will be carried out on entry :—

Reference and Duration.	Subject.	When carried out.		Where carried out.	Maximum Marks.
		September Entries.	January Entries.		
A 4 months.	Infantry drill ...	September to December.	January to April.	Headquarters	—
C 6 weeks.	Preliminary Naval Gunnery.	January to February.	May to June.	Headquarters	—
D 8 weeks.	Seamanship, Elementary Pilotage and Fleet Work.	March to April.	July to August.	H.M.S. "Iron Duke."	1,000
E 3 months.	Naval Gunnery	May to July.	September to November.	H.M.S. "Excellent."	1,000
H 4 weeks.	Electricity and Searchlight.	August.	December.	H.M.S. "Vernon."	600
I 3 months.	Administration and Regimental Duties.	October to December.	February to April.	Headquarters	150
F (i) 4 months.	Theoretical Military Course.	January to April.	October* to January.	Depôt, R.M., Deal.	1,850
B 3 months.	Weapon Training	May to July		R.M.S.A School, Browdown.	400
F (ii) 8 weeks.	Practical Military Training.	August to September		Corps' Collective Training Camp.	—

\* To follow Course F (ii).

(Leave will be granted as necessary during these Courses.)

The syllabuses for Naval Courses and the standards will remain as laid down in King's Regulations and Admiralty Instructions, Appendix XII, Part 10, Section I, for corresponding courses. Syllabuses for modified Military Courses will be issued as necessary.

4. *Final Seniority.*—The final seniority of each batch of officers will be determined by the marks obtained in Courses "B," "D," "E," "F," "H" and "I," subject to the following adjustments :—

(a) Officers entered by competition and those granted Corps Commissions who fail to pass examinations in these courses, and are permitted to continue to serve, will lose one calendar month's seniority or one or more places in their batch for each failure in each subject, as the Admiralty may decide.

(b) Officers entered from the universities will receive an ante-date of seniority of two years on account of age ; this ante-date will be increased by one month in the case of those who obtain 4,000 marks or over, or decreased by one month for every 100 marks or part thereof below 3,250. The minimum ante-date will be one year four months. The period of the ante-date will count for the purposes laid down in King's Regulations and Admiralty Instructions, Article 763, Clause 2.

5. *Promotion.*—On satisfactorily passing the courses laid down in paragraph 3, and provided two years one month have elapsed since date of entry, officers will be promoted to Probationary Lieutenant.

On completion of six months afloat they will be confirmed in the rank of Lieutenant, provided they are satisfactorily reported upon.

6. *Courses after Service Afloat.*—Officers trained under the above scheme will undergo the following courses on completion of their first period of service afloat :—

Reference.	Subject.	Duration.	Remarks.	Marks Allotted.
J	Weapon Training.	4 weeks	Officers to qualify in Machine Gun.	200
K	Theoretical Military Course.	4 months	Strategy and Tactics. Military History. Military Law. Organisation and Administration (Army and R.M.). Imperial Geography.	1,000
L	Land Artillery	1½ months	As present Course "G"	400

7. The existing three-year scheme of training will be reverted to as soon as circumstances permit. King's Regulations and Admiralty Instructions will not be amended.

8. The training periods of Probationary Second Lieutenants now serving will be subject to curtailment as necessary. Separate instructions will be issued.

(K.R. and A.I., Art. 763 (2) and App. XII, Part 10, Sects. I and II.)

2087.—Issued Confidentially.

**\*2090.—Warrant Shipwright—Roster of Candidates**

(C.W. 5783/36.—27.8.1936.)

The following revised list of Shipwright ratings who have passed the preliminary technical examination for the rank of Warrant Shipwright is promulgated for information as a special and temporary arrangement in view of the abnormal conditions at present affecting promotion in this Branch.

<i>Name.</i>	<i>Port Division and Official Number.</i>	<i>Date of Birth.</i>
A. J. Franklin ...	P/M.X45149 ...	24.12.02.
W. S. Gray ...	D/M.35850 ...	25.11.02.
H. G. Matthews ...	P/M.36760 ...	30. 8.05.
W. J. Orr ...	P/M.36761 ...	27.11.05.
J. C. Brown ...	C/M.X45541 ...	26. 6.04.
A. L. Bartlett ...	P/M.X45778 ...	29. 3.04.
C. Worthington ...	C/M.36863 ...	15. 8.05.
G. M. Sopp ...	P/M.X45565 ...	10. 1.06.
G. O. Shepherd ...	P/M.36765 ...	19. 1.06.
F. R. Turner ...	P/M.39553 ...	21.11.05.
P. L. Martin ...	P/M.23065 ...	24.10.01.
H. F. Peel ...	C/M.38127 ...	7.11.04.
L. P. Ayres ...	P/M.36767 ...	31. 8.05.
C. W. Mahony ...	C/M.36865 ...	30. 3.06.
S. F. Elliott ...	D/M.35176 ...	20. 2.04.
F. G. Mabbatt ...	D/M.35173 ...	27. 8.03.
W. R. Hare ...	D/M.36616 ...	17.12.05.
B. B. Cole... ...	D/M.35175 ...	24. 4.04.
J. E. Jackson ...	D/M.35166 ...	3.12.03.
C. E. J. Jenner ...	C/M.36852 ...	8. 4.06.
F. L. Susans ...	C/M.36864 ...	19.11.05.
W. E. Harding ...	D/M.36790 ...	17. 5.05.
J. E. Timson ...	C/M.34048 ...	13. 4.03.
S. J. Hill ...	D/M.37787 ...	9. 1.06.
F. H. T. Panter ...	P/M.36762 ...	5. 4.06.
C. F. Shotton ...	C/M.X45972 ...	3.10.05.
E. A. Smith ...	C/M.X45018 ...	16.12.02.
A. L. F. Dudding ...	C/M.39281 ...	26. 3.04.
R. S. W. Darley ...	C/M.X46873 ...	15. 7.06.
H. E. Wilcox ...	P/M.X47073 ...	20. 1.05.
E. J. James ...	C/M.X45971 ...	3. 1.04.
J. Ruane ...	C/M.X46189 ...	11. 1.06.
P. S. Watt ...	P/M.X47141 ...	13. 3.05.
A. S. Saunders ...	P/M.39354 ...	9. 5.09.
T. H. Memory ...	D/M.X45395 ...	18.11.07.
L. J. L. Ford ...	P/M.38659 ...	29.11.08.
A. G. Williams ...	D/M.36783 ...	24. 3.06.
R. A. Morris ...	D/M.38334 ...	2. 1.09.
H. J. Perring ...	C/M.38471 ...	22. 7.09.
A. Hunter... ...	P/M.36758 ...	29. 3.06.
J. H. Glanville ...	P/M.X45487 ...	8. 5.09.
W. G. Pym ...	D/M.38002 ...	18. 8.07.
L. F. Irish ...	P/M.38665 ...	15. 7.09.
W. C. Holman ...	P/M.38661 ...	7.11.08.
W. H. V. Loveless ...	P/M.38656 ...	28. 8.08.
F. W. Shellock ...	C/M.X46463 ...	1. 2.03.
J. P. Snowdon ...	C/M.38468 ...	14. 3.09.
G. C. Tate ...	D/M.X47741 ...	21. 3.09.
W. C. E. McGinnes ...	D/M.38335 ...	18. 1.09.
D. H. Selley ...	D/M.38641 ...	29. 6.09.
A. E. Whittaker ...	D/M.39509 ...	6. 2.10.
K. A. P. White ...	P/M.X45705 ...	26. 3.11.
C. F. Whittaker ...	P/M.X45698 ...	8.10.10.

<i>Name.</i>	<i>Port Division and Official Number</i>	<i>Date of Birth.</i>
J. T. Bush ...	C/M.39519 ...	7. 1.10.
R. A. Whittingham ...	C/M.39523 ...	22. 1.10.
J. R. Rowland ...	C/M.39516 ...	9. 9.09.
L. R. Symons ...	P/M.X45701 ...	13. 3.11.
L. H. Weston ...	D/M.39506 ...	6. 1.10.
A. G. Bearne ...	C/M.35265 ...	9. 4.04.
A. E. Pack ...	C/M.X45974 ...	17. 6.05.
W. J. H. Mills ...	D/M.39511 ...	3. 5.10.
C. W. T. Martin ...	P/M.X45696 ...	6. 8.10.
B. J. C. Bailey ...	P/M.X46661 ...	15.10.11.
W. A. Ruffell ...	C/M.X45740 ...	16. 9.10.
J. E. A. Reed ...	D/M.X45714 ...	13. 1.11.
G. W. J. Riches ...	C/M.X45737 ...	3. 1.11.
J. Milham ...	C/M.X45741 ...	7. 8.10.
H. C. Whitehouse ...	C/M.X46732 ...	23. 8.11.
W. E. Wonnacott ...	D/M.X46616 ...	15.12.12.
H. W. J. Bayne ...	P/M.X46662 ...	16.10.11.
F. E. Lucock ...	D/M.39508 ...	30. 9.09.
E. Chapman ...	P/M.X45700 ...	5.12.10.
S. F. Cross ...	D/M.X46612 ...	1. 5.12.
R. W. Jack ...	D/M.X47910 ...	14. 5.11.
G. H. Forrest ...	D/M.X48346 ...	11. 9.11.
J. H. Hoppins ...	D/M.X46614 ...	21.10.11.
R. R. Croft ...	P/M.X46666 ...	11.11.11.
C. T. Haynes ...	P/M.X47435 ...	28. 9.12.
F. S. Pitches ...	D/M.X45712 ...	4.10.10.
L. I. Tann ...	P/M.X46664 ...	13.11.11.
E. V. Grant ...	D/M.X48403 ...	24. 6.12.
E. E. Kingdon ...	D/M.X47384 ...	10. 5.12.
R. D. Martin ...	P/M.X47429 ...	14. 2.13.
H. A. Thomas ...	P/M.X47432 ...	22. 6.13.
W. J. Banham ...	P/M.X47437 ...	25. 3.13.
L. C. Parsons ...	C/M.38475 ...	8. 1.09.
R. W. G. Hobbs ...	C/M.X46734 ...	9. 2.12.
F. A. G. McIntyre ...	P/M.X47438 ...	11. 1.13.
W. T. Parker ...	C/M.X47396 ...	25. 3.13.
H. J. Rees ...	D/M.X45720 ...	30. 5.11.
T. I. Willcocks ...	D/M.X47385 ...	4.11.12.
R. F. Needham ...	C/M.X47391 ...	31.12.12.
J. E. Warren ...	D/M.X47833 ...	11.11.13.
J. J. Tudor ...	D/M.X47836 ...	24. 3.14.
W. E. C. Till ...	P/M.X47867 ...	15.10.13.
J. A. Lloyd ...	P/M.X47865 ...	21. 8.13.

**\*2091.—Acting Petty Officers, G.M., T.G.M. or S./D. I—  
Confirmation as Petty Officer**

(N. 3484/36.—27.8.1936.)

Under the provisions of King's Regulations and Admiralty Instructions, Article 407, an Acting Petty Officer of the Seaman branch is required before confirmation as Petty Officer to complete satisfactorily a probationary period of one year, of which period not less than six months must be served in a sea-going ship.

2. As a temporary measure, Their Lordships have decided that the sea service requirement may be waived, at the discretion of the Captain, for Acting Petty Officers holding the confirmed non-substantive rate of Gunner's Mate, Torpedo Gunner's Mate or Submarine Detector Instructor.

(K.R. and A.I., Art. 407.)

**\*2158.—Firearms (Amendment) Act, 1936—Prohibited Weapons**

(N.L. 1096/36.—3.9.1936.)

As a result of the Firearms (Amendment) Act, 1936, a firearm which is so designed or adapted that, if pressure is applied to the trigger, missiles continue to be discharged until pressure is removed from the trigger or the magazine containing the missiles is empty, is a prohibited weapon for the purposes of para. (i) of Appendix XXXI of the King's Regulations and Admiralty Instructions.

**\*2161.—Warrant Rank—Candidates for Gunner, Gunner (T),  
Boatswain and Boatswain A/S**

(N. 2438/36.—3.9.1936.)

From the date of this Order, candidates for Gunner, Gunner (T) Boatswain and Boatswain A/S must be fully qualified for advancement to Acting Petty Officer before being accepted for the courses laid down in King's Regulations and Admiralty Instructions, Article 307, clauses 1 and 3.

*(K.R. and A.I., Art. 307.)***2165.—R.F.R.—Re-enrolment and Drills after Temporary Service  
in the Royal Navy or Royal Marines**

(N. 2032/36.—3.9.1936.)

*(This reprint embodies A.F.O. 2491/36.)*

Men desirous of re-enrolment in the Royal Fleet Reserve at the expiration of their engagements for temporary service should apply to their Commanding Officers in sufficient time to enable their re-entry into the Reserve to be effected by the date of their discharge from the Active Service. Applications, accompanied by the Service Certificates, should be forwarded to the respective Registrars, R.F.R., who will issue any necessary further instructions.

2. Men who re-enrol in the Royal Fleet Reserve at the expiration of their engagements for temporary service will not be required to perform drill in the calendar year in which they return to the Reserve, but are to perform a drill in the next year, or the next year but one, according as their Reserve numbers are odd or even, and in each alternate calendar year thereafter.

3. Men who do not re-enrol immediately on discharge from the Active Service, but re-enrol subsequently, after a break in service, will be subject to the provisions of Articles 29, 44 (clauses (a) and (d) ), 99 and 109 (2) of the R.F.R. Regulations, *i.e.*, for purposes of retainer, pay and gratuity they will be treated as fresh entries.

**\*2252.—Advancement to Sick Berth Petty Officer—Temporary  
Modification of Regulations—REPORTS**

(N. 3353/36.—10.9.1936.)

In view of the existing shortage of ratings qualified for advancement to Sick Berth Petty Officer, Their Lordships have decided that, as a temporary measure, the minimum period of service as Leading Sick Berth Attendant required for advancement to Sick Berth Petty Officer is to be reduced from 3 years to 2 years.

2. The situation will be reviewed on 1st September, 1937, reports being forwarded accordingly by the depôts.

*(K.R. and A.I., Appendix XVII, Part 1, No. 108.)*

## 2253.—Native Ratings—Conditions of Service, etc.

(N. 3125/36.—10.9.1936.)

The current regulations concerning the conditions of service, etc., of African and Asiatic Native ratings, except Bantus and Chinese, are promulgated for information and guidance.

### GENERAL

2. *Engagements, Registration, and Records of Service.*—The engagements and re-engagements of Native ratings are to be non-continuous service and for a period of three years, if the services of the rating are so long required, except for Somalis on the East Indies Station who will be required to engage or re-engage for two years only. Somalis unwilling to re-engage for a further period may, however, be permitted, if they so desire and provided their services are required, to extend their engagements until the next occasion on which the ship visits Bombay or Colombo for docking or refit.

The services of all Native *Officers' Stewards, Officers' Cooks or Cooks (O.), and Cooks* are recorded at the Admiralty. These men should sign the ordinary non-continuous service engagement (Form S.56) which should be forwarded to the Director of Navy Accounts with Return S.52, and their services should be recorded on Form S.459 (Service Certificate). The first note on the back of Form S.56 should be altered in manuscript to limit the period of service to three years.

The registration and records of service of *other* Native ratings should be kept locally as determined by the Commander-in-Chief. The special Natives' Engagement Form and Certificate Book should be used. No record is kept of the services of Chinese ratings.

3. *Advancements* will be made in vacancies only by the Commanding Officer as provided in Appendix XVII, Part 1, King's Regulations and Admiralty Instructions.

4. *Good Conduct Badges.*—Badge pay is payable at rates laid down in Station Orders.

5. *Grog and Grog Money.*—Rum is not to be issued to Native ratings; grog money is to be paid at the rate of 1 anna a day on the East Indies Station and in other places where the rupee is current, and 1*d.* a day on other stations except where the ratings receive consolidated rates of pay which are inclusive of allowances in lieu of victualling.

6. *Lodging, Provision, and Leave Allowance.*—A consolidated allowance, covering provision allowance or leave allowance and lodging allowance, is payable to ratings on the East Indies Station, and other places where the rupee is current, at the daily rate of 1 rupee. For Natives detained on shore in India, however, the allowance is to be at the daily rate of 1 rupee 4 annas and in Ceylon at the daily rate of 1 rupee 25 cents.

On the Africa Station the rate of consolidated allowance is to be 2*s.* a day. Elsewhere Natives will receive 1*s.* 6*d.* a day.

7. *Victualling Allowance.*—The rate of Victualling Allowance payable to Somalis is the current zonal rate less 20 per cent.

8. *Natives on Passage.*—Lowest class passages are to be provided for all Native ratings.

9. *Kit and Kit Upkeep Allowance.*—Special kits for Native ratings are laid down in the Uniform Regulations, and a free issue in kind of the articles included in the appropriate special kit may be made to each man on first entry. The payment of money allowance in lieu is irregular and is not to be made. Ratings re-engaging after a period of absence of less than five consecutive years are not entitled to a second free issue of kit or gratuity in lieu, *vide* clauses 3 and 4 of Article 1868, King's Regulations and Admiralty Instructions, which are applicable to Native ratings.

Bedding is to be supplied on loan, *vide* Article 1869 (4), King's Regulations and Admiralty Instructions.

Native ratings are entitled to kit upkeep allowance at special rates which are promulgated from time to time in Admiralty Fleet Orders with the rates of kit upkeep allowance payable in the Fleet generally. On the East



Indies station and other places where the rupee is current, the allowance is to be paid in rupees at a fixed conversion rate which will be published in the same order, and the issuing prices for clothing are invariably to be converted at the same rate.

10. The *substantive pay* of Native ratings is laid down in Station Orders. The rates for Kroomen, Somalis, and, on the East Indies station and other places where the rupee is current, those for Officers' Stewards, Officers' Cooks, or Cooks (O.), and Cooks, are fixed by the Admiralty and are not to be varied without prior Admiralty sanction. The rates for other Natives are fixed by Commanders-in-Chief in accordance with Article 1592, King's Regulations and Admiralty Instructions.

11. Instructions as to the pay of Native ratings in hospital abroad are contained in Article 1587 (2), King's Regulations and Admiralty Instructions, and local Station Orders.

#### PENSIONS, ETC.

12. Non-European Native ratings (British subjects) entered before 1st January, 1904, who are eligible for the award of long service pensions, and the service element of disability pension, may receive such awards at the rate of one-half of the amount ordinarily allowable to Europeans in similar circumstances, and also additions, in full, in respect of good conduct badges and medal, character, and petty time.

Similar ratings who entered on or after 1st January, 1904, may, at the discretion of the Admiralty, be awarded gratuities in respect of long service and of invaliding for disability not attributable to the Service under the scale shown in Section II, paragraph 11, and Section IIIB, paragraph 5, on pages 93 and 95 respectively of the Navy List Appendix.

All Natives invalided on account of injury or disability certified to be attributable to the Service are eligible for disablement compensation at one-half of the rate applicable to Europeans.

13. When Native ratings are invalided from the Service, whether for attributable or non-attributable disability, full particulars of their disability (on Form D.145) should be forwarded to the Admiralty accompanied by a *certified* copy of their Service Certificate or Certificate Book, as the case may be. Applications for pension or invaliding compensation must be accompanied by full particulars of the men's services.

14. The regulations for the award of the Long Service and Good Conduct Medal *without gratuity* to Non-European Native ratings (including Chinese), whether British subjects or not, who are precluded from counting time for pension purposes, are contained in Article 534, clause 16, King's Regulations and Admiralty Instructions. Applications in respect of men recommended should be forwarded to the Admiralty, on Form S.218, accompanied by certified copies of their Service Certificates, or Certificate Books, as the case may be. Certain of the ratings (*i.e.*, Stewards' and Officers' Cooks) not so precluded are eligible for the grant of a lump sum of £10 with the award of the Good Conduct Medal and, on discharge to pension, for the additional allowance at the rate laid down in Article 534, clause 7, King's Regulations and Admiralty Instructions.

### **\*2286.—Re-engagement after Completing Time for Pension— Conditions and Special Engagement Bonus**

(N. 2739/36.—11.9.1936.)

(*This reprint embodies A.F.O.s 395/36 and 731/36.*)

*Special attention is drawn to the favourable terms offered in this Order.*

1. No further re-entries under A.F.O. 2332/35 are to be made, and the conditions under which re-engagement after completing time for pension will be allowed in the future to ratings of all branches (except Royal Marines) where suitable vacancies exist will be as stated herein.

2. Serving ratings may apply for re-engagement at any time within one year prior to discharge to pension ; but their re-engagements should not actually be effected until the day following that on which they complete time for pension.

3. During the period from the date of this Order until 31st March, 1937, men who have already been discharged to pension for not more than two years may also be considered for re-engagement ; but from 1st April, 1937, to 31st March, 1938, only men who have been discharged to pension for not more than one year will be considered. From 1st April, 1938, re-engagement will be restricted to men still serving.

4. Men who apply to re-engage prior to discharge to pension, and re-engage without a break in service, will be permitted to re-engage under either of the following schemes. Men re-engaging after discharge to pension can only re-engage under scheme "B."

*Scheme "A."*—*Re-engagement as Active Service Ratings.*—Men will receive substantive pay on the scale to which they were entitled at the time of re-engaging under this scheme, as well as the pay of any non-substantive rating then held, and, in addition, a special engagement bonus of 1s. a day. They will not draw pension while serving, but will count their further service for increase of pension. Their further service will also count towards progressive pay, the long service and good conduct medal, and good conduct badges. They will sign a Continuous Service Engagement Form S.55 for 3, 4 or 5 years, as the requirements of the Service and the preference of the rating may dictate in each individual case. Men engaged for 3 or 4 years may thereafter re-engage for a further 2 years or 1 year, to make 5 years in all, if their services are required, but such re-engagement should not actually be effected until the day following that on which the first re-engagement (for 3 or 4 years) expires. No man will be permitted to sign an engagement that will entail his remaining in the Navy beyond the age of 50.

*Scheme "B."*—Men will receive substantive pay on the 1925 Continuous Service scale and, also, a special engagement bonus of 1s. a day ; they will draw pension in addition. Their further service will not count for increase of pension. It will count towards progressive pay and good conduct badges, but not for long service and good conduct medal and gratuity. Men re-engaging within 12 months of discharge to pension will receive the pay of the non-substantive rating they hold, or held on discharge. Men re-engaging after more than 12 months from discharge to pension will receive the pay of the lowest non-substantive rating compulsory for their substantive rating, or of such non-substantive rating not higher than S.G. or its equivalent for which they were qualified at the time of discharge to pension, until they re-qualify for any higher rating they may have held. They will sign a Non-continuous Service Engagement Form S.56 for 3, 4 or 5 years, as the requirements of the Service and the preference of the rating may dictate in each individual case. Men engaged for 3 or 4 years may thereafter re-engage for a further 2 years or 1 year, to make 5 in all, if their services are required ; but such re-engagement should not actually be effected until the day following that on which the first re-engagement (for 3 or 4 years) expires. No man will be permitted to sign an engagement that will entail his remaining in the Navy beyond the age of 50.

5. Men already serving under the non-continuous service engagement S.56X who at the time of their re-engagement or re-entry were eligible for re-engagement or re-entry under the terms of A.F.O. 2332/35 may be allowed to enter into fresh engagements for 3, 4 or 5 years under the terms of this Order (on Form S.55 or S.56, as may be appropriate) as from the date of the commencement of their current S.56X engagement.

6. Men who have already re-engaged or re-entered under the terms of A.F.O. 2332/35, whether under Scheme "A" or Scheme "B," are to be credited with the special engagement bonus of 1s. a day as from the date of this Order.

*Note.*—Except as provided in paragraph 6, the special engagement bonus of 1s. a day referred to above will be payable exclusively to men re-engaged or re-entered under the terms of this Order. It will be payable only while the engagement lasts, and will not be payable after the expiration of the engagement if the pensioner is

called upon to serve in an emergency or undergoes training as a Reservist. It should be credited on ledger with substantive pay and other allowances and described as "S.E.B."

7. Men re-engaged under this Order either under Scheme "A" or under Scheme "B," will not be eligible for further substantive or non-substantive advancement.

8. Men re-engaged under this Order will be available for draft anywhere. They will be liable to discharge at any time for unsuitability or misconduct, their pensions being safeguarded to them under the provisions of King's Regulations and Admiralty Instructions, Article 1995, clause 3.

9. Leave will be granted in accordance with King's Regulations and Admiralty Instructions, Article 651, clause 2, to men re-engaging on completing time for pension whether they re-engage for 3, 4 or 5 years, men re-engaging abroad being granted this leave in addition to foreign service leave on arrival in the United Kingdom. Men who re-engage for 3 or 4 years will not be entitled to any further re-engaging leave on extending their re-engagement to 5 years.

10. Drafting Regulations, Article 7, paragraph 5, lays down that "When drafting conditions admit, men arriving at the top of the longest-at-home roster during their last year of pensionable service will be retained in their Home Port or other Home Service. They will only be sent to sea if the ratings required are not otherwise available, and in no event further than the Mediterranean." In the case of men re-engaged under this Admiralty Fleet Order, these privileges will be applied, so far as drafting conditions admit, as follows :—

- (i) *Men re-engaging for a period of 3 years.*—Men who signify their intention to re-engage whilst serving abroad, and who are not relieved and consequently do not receive the above privileges, will be considered as eligible for them during their last year of re-engaged service. Men who re-engage after having received the above privilege, and men who re-engage after leaving the Service, will not be regarded as eligible subsequently.
- (ii) *Men extending re-engagement from 3 years to 4 or 5 years.*—Men who extend their re-engagements, if they have already received privileges under the Article, will not be regarded as eligible for further benefit.
- (iii) *Men re-engaging for a period of 4 years or 5 years.*—Men re-engaged for these periods will be regarded as eligible for the privilege during the last year of their re-engaged service, irrespective of whether they had received benefit previously, subject to the stipulation that a man extending his re-engagement from 4 years to 5 years cannot receive benefit for more than one of the periods in question.

Where men referred to above do not receive a second privilege under Drafting Regulations, Article 7, paragraph 5, endeavour will be made, subject to the requirements of the Service, for them to be discharged to dépôt in sufficient time to be given reasonable prospects of obtaining civil employment on leaving.

11. Ratings serving in submarines who are permitted to re-engage under this Order on completing time for pension will be allowed to finish a current period of service in submarines under the existing regulations (Appendix XVII, Part 4, clause 7, K.R. & A.I.). They will then normally be required to revert to general service for the remainder of their engagement.

12. Applications for re-engagement from serving ratings who are recommended by their Commanding Officers, and applications from eligible Pensioner ratings, should be forwarded to the Commodores of the Dépôts, who will make the necessary selection of men for re-engagement.

Re-engagements executed elsewhere than in Dépôt should be endorsed with a note stating that they have been approved by the Commodore of the Dépôt.

In making the selection, the Commodore's decision will be governed by—

- (a) the date of application (due regard being given to the date of receipt of this Order by men serving abroad) ;
- (b) the requirements of the Service in respect of the substantive and non-substantive rating and special experience of the applicant.

If the requirements of an applicant's Port Division have been filled, a transfer to another Port Division where vacancies still exist may be permitted.

13. The necessary amendments to the King's Regulations and Admiralty Instructions will be promulgated.

14. The seniority of ratings re-entered or re-engaged under this Order or A.F.O. 2332/35 will be based on time served in an active capacity including time served since re-engagement, but excluding time during which a rating was out of the Service.

(A.F.O.s 3052/35 and 2882/36.)

## 2299.—Gunlayers Qualifying for Turret Guns—Firings

(T.S.D./G. 3104/36.—17.9.1936.)

Owing to the amalgamation of the rates of Gunlayer, 1st and 2nd class, it has been decided that in future it is not essential for gunlayers qualifying to carry out battleship firings. Firing No. XIV (O.U. 5362/31, Gunnery Training Manual) is to be deleted from the gunlayers' qualifying course.

2. In order that turret guns, fitted with gunsights, may continue to be manned by gunlayers who have fired turret guns before, a "personal" allowance of:—

20 rounds of sub. calibre	} to be fired in "Gunlayers" or "Quarters"
4 15-in. practice projectiles	
4 15-in. reduced charges	

is authorised for every gunlayer stationed at a 15-in. gun who has not previously fired full calibre 15-in. or 13·5-in. ammunition in "Gunlayers" or "Quarters" firing.

3. The "personal" allowance is not to be expended on any gunlayer who is expected to leave his ship, or turret, before 1st April, 1937.

4. In order to reduce the amount of 15-in. ammunition which it would be necessary to expend as "personal" allowance, authority is hereby given for a limited number of ratings from each port to carry out Firing No. XIV (quoted above) whenever "Iron Duke" carries out a firing programme.

5. In preparation for such firing programmes, the Captain, H.M.S. "Excellent," is to co-ordinate the requirements of the other gunnery schools. The Commodores of the Depôts should always be consulted as to the choice of the most suitable men to fire. Although gunlayers on course may be more readily available, any gunlayers in the port who have not previously fired should be considered eligible to do so. Preference should be given to Petty Officers and Leading Seamen, as men holding these substantive rates are more likely to be stationed at turret guns than are Able Seamen.

6. The completion of this *full calibre* firing is to be noted on the man's Gunnery History Sheet.

7. With reference to O.U. 5362/31—Gunnery Training, pp. 226, 227, column 3, the class of firing for each practice 1–5 is to be regarded as P.

## 2356.—Junior Officers—Training—Acceleration of Promotion to Sub-Lieutenant's Rank

(C.W. 6446/36.—24.9.1936.)

Approval has been given to the adoption of the following expedients to increase the numbers on the Sub-Lieutenants and Sub-Lieutenants (E) lists to meet the increased requirements of officers that will arise during the next few years.

- (i) (a) *Special Entry and Mercantile Marine Cadets, Executive and Engineering*, are to undergo training in H.M.S. "Frobisher" for two terms only. This decision is to become effective for all such Cadets joining H.M.S. "Frobisher" in and after September, 1936.
- (b) *Ex-Dartmouth Cadets* are to undergo training in H.M.S. "Frobisher" for one term only. This decision is to become effective for such Cadets joining H.M.S. "Frobisher" in and after September, 1936.
- (c) *Cadets of the Executive Branch on completion of the reduced period of training in H.M.S. "Frobisher"* will be sent to sea-going ships of the Fleet as Midshipmen.
- (d) *Cadets of the Engineering Branch on completion of the reduced period of training in H.M.S. "Frobisher"* will go to the R.N. Engineering College, Keyham, as Midshipmen.

- (ii) *Time spent at Sea as Midshipman*.—Midshipmen who left H.M.S. "Frobisher" in April, 1936, and subsequently, will spend only two years at sea as Midshipmen.
  - (iii) *Greenwich Course for Acting Sub-Lieutenants (except those promoted from the Lower Deck)* is to be abolished as from September, 1937. Acting Sub-Lieutenants joining Greenwich in September, 1936, January, 1937, and April, 1937, will do one term only. Acting Sub-Lieutenants from the Lower Deck will continue to spend three terms at Greenwich.
  - (iv) The period of training for (E) Officers at the R.N.E. College, Keyham, will remain unaltered, but Midshipmen (E) will be promoted to Acting Sub-Lieutenant (E) on attaining two years' seniority as Midshipman (E) in order to bring them into line with their contemporaries in the Executive Branch.
2. There will be no alteration to the average age of promotion to Lieutenant or Lieutenant (E), extra time being spent as Sub-Lieutenant corresponding to the reduction in time spent under training.
3. The above measures are to be regarded as temporary, but they will require to remain in force for a number of years until the shortage of officers has been made up.

### **\*2358.—Swimming Qualification for Advancement to Leading Rate**

(N. 3849/36.—24.9.1936.)

It is not necessary for Seamen, Stokers, Signalmen, or Telegraphists to have passed a swimming test before they can be recommended for advancement to Leading Rate on Form S.507. They must, however, pass the test before they can be rated up.

(C.A.F.O. 1561/31.)

(K.R. and A.I., Article 414, Clause 3, Article 403, and Appendix XVII, Part I, Nos. 3, 13, 19, and 37.)

### **\*2359.—Accidents to Naval Personnel whilst Travelling in Privately Owned Motor Vehicles—Admiralty Liability and Insurance Requirements.**

(P.M. 2299/36.—24.9.1936.)

#### **PART I**

##### *General Conditions of Acceptance of Admiralty Liability*

Accidents to Naval or Marine personnel whilst travelling in privately owned motor vehicles will, for Service purposes, be accepted as attributable to the Service, only provided that :—

- (a) The officer or man concerned is travelling on duty at the time ;
- (b) The use of the motor vehicle is authorised by his Commanding Officer ;
- (c) The accident is not due to his own negligence or misconduct ; and
- (d) The vehicle is adequately insured (*see* Part II).

2. Generally, for the purposes of this Order, an officer or man will be considered as on duty only when travelling in pursuance of orders, *e.g.*, personnel are not on duty when proceeding to, or from their homes or when travelling for their own convenience.

3. Naval personnel are not to be instructed to drive or test privately owned motor vehicles for unofficial purposes unless the risk of personal injury to the driver is covered by insurance, as laid down in Part II of this Order.

4. Hurt certificates for injuries sustained whilst travelling in privately owned motor vehicles are to be issued, subject to the provisions of Article 1419, King's Regulations and Admiralty Instructions, only when the above conditions are complied with, and in case of doubt the matter is to be submitted to the Admiralty for decision.

## PART II

*Insurance Required as a Condition of Acceptance of Admiralty Liability*

(a) *When the officer or man concerned is either the owner-driver or a passenger.*—

Adequate insurance must be in force under a policy covering all risks normally incurred and/or insurable (subject to the exception referred to below), *e.g.*, accident to the owner, including medical expenses, bodily injury to or death of third parties, including passengers, and damage to the property of third parties.

2. Insurance against damage to or loss of the officer's vehicle is not required, but it should be clearly understood that the Admiralty cannot accept liability for damage sustained by the vehicle while it is being used on official business.

3. The usual form of "comprehensive" policy will be regarded as complying with this regulation. Care should be taken to ensure that the policy covers the use of the vehicle on official business, and, if official passengers are carried, that the reference in the policy to passengers will be regarded by the Insurance Company as covering official passengers. An undertaking that their policies do in fact give such cover has been given by a number of Insurance Companies and Underwriters—see list published in Admiralty Fleet Orders from time to time—but if insurance is effected with any other insurers an endorsement to the policy should be obtained to show that it covers the use of the vehicle on official business and while conveying Government passengers.

(b) *When the officer or man concerned is the driver but not the owner*, the risk of personal injury to him should be covered by an appropriate extension of the existing insurance of the vehicle, but when ratings are regularly employed as chauffeurs, the more comprehensive insurance shown at (c) is required.

(c) *Ratings employed as officers' chauffeurs.*—Except as provided under (b) above, an officer employing a Naval rating or Royal Marine (*e.g.*, his coxswain or servant) to drive his car will be required to indemnify the Admiralty against any death or disablement benefits payable either to the man or to his dependants under the King's Regulations and Admiralty Instructions, if the man is killed or injured whilst so employed. He will also be required to indemnify the Admiralty against the following charges for medical treatment in such an event :—

- (i) If the man is admitted to a Naval, Military or Air Force hospital—any extra expense incurred, *e.g.*, the cost of outside civilian assistance obtained in connection with the case. No charge will be made against the officer for the man's maintenance or for treatment from Naval, Military or Air Force sources.
- (ii) If the man is admitted to a civil hospital—the actual cost of maintenance and treatment, including any charges (*e.g.*, surgeon's fees, ambulance, etc.) which may be payable in addition to the actual charges made by the hospital authorities. No charge will be made against the rating.
- (iii) If the man is attended by a civilian medical practitioner other than an Admiralty surgeon and agent—the actual charges made by the civilian medical practitioner.
- (iv) The cost of any dentures, surgical appliance or spectacles, or repairs, renewals or replacements thereof (including subsequent repairs, renewals or replacements), resulting from an injury so sustained, admissible under the Regulations.

2. The rating or marine will be regarded as on duty whenever he is ordered by the officer to drive the car, irrespective of whether it is a journey for which allowances are drawn or not.

3. The officer must effect an insurance to cover all the foregoing benefits to the man or his dependants. The necessary indemnity can probably be obtained by an appropriate endorsement to the insurance ordinarily issuable in respect of a chauffeur as an addition to a private motor car policy.

**\*2477.—Acting Sub-Lieutenants' Courses—REPORT**

(C.W. 9431/36.—8.10.1936.)

The Midshipmen mentioned in the following groups who are due for promotion to Acting Sub-Lieutenant on 1st January, 1937, are to be examined in seamanship and discharged to undergo the course at the R.N. College, Greenwich, commencing on 31st December, 1936 (officers are to join by p.m., 30th December, 1936). Midshipmen serving in ships on foreign stations are to be discharged to England in sufficient time to take a fortnight's leave before joining the College.

2. Attention is particularly drawn to the instructions contained in King's Regulations and Admiralty Instructions, Article 263.

3. On being discharged from their ships, the private addresses of all officers are to be reported to the Admiralty (C.W. Branch).

4. Individual appointments will not be promulgated in the Daily List of Appointments, nor will personal appointments be sent to the officers, except when deviation from the programmes becomes necessary. Commanding Officers are to take steps to ensure that officers concerned who are serving in ships or establishments under their command at the date of the receipt of this Order are made acquainted with its details. The Admiralty should be notified by wire of any cases where this is impracticable.

5. Officers are to be borne on the books of H.M.S. "President" for the duration of the course at the R.N. College, Greenwich.

6. Details of Gunnery, Torpedo, Navigation, and Divisional and Signal Courses will be published at a later date.

## GROUP "J"

<i>Name.</i>	<i>Ship.</i>
W. D. O'Brien ...	H.M.S. "Valiant."
J. A. S. Davey ...	
J. F. R. Dreyer ...	
W. L. Le C. Barnes ...	
F. H. Morris ...	
J. A. Rooper ...	
P. K. Lankester ...	
H. A. Corbett ...	
P. L. Hawkins ...	
D. E. Wheeler ...	H.M.S. "Royal Sovereign."
S. Woodcock ...	
P. C. Whitfield ...	
D. E. B. Field ...	
J. S. Banks ...	
D. Lambert ...	
C. A. Rutherford, R.C.N.	

## GROUP "K"

D. T. Wickham ...	H.M.S. "Sussex."
A. N. Young ...	
G. A. Milward ...	
E. H. Lee ...	
G. W. Style ...	
C. H. Palairt ...	
A. W. Stewart ...	
M. G. Stirling, R.C.N.	H.M.S. "Nelson."
M. P. Pollock ...	
J. D. Hanron ...	
T. C. Meyrick ...	
D. W. Ungood ...	
P. M. James ...	H.M.S. "Enterprise."
C. A. James ...	
K. L. Dyer, R.C.N.	

## GROUP " L "

L. A. Jones	...	...	} H.M.S. "Rodney."
F. D. Cole	...	...	
J. N. Kempton	...	...	
P. F. Fawkes	...	...	} H.M.S. "Repulse."
C. C. Anderson	...	...	
A. B. Fraser-Harris	...	...	
A. C. D. Leach	...	...	} H.M.S. "Leander."
D. D. MacFarlan	...	...	
A. F. B. Stuart	...	...	
C. H. C. O'Rorke...	...	...	} H.M.S. "Berwick."
R. H. M. Hancock	...	...	
J. R. David	...	...	
K. J. Dorrell	...	...	
J. K. Hamilton	...	...	
G. C. Crowley	...	...	

### **\*2486.—Pensioners Serving on Non-Continuous Service Engagements—Travelling Warrants and Removal Expenses on Discharge**

(N. 4145/36.—8.10.1936.)

The following procedure as regards free travelling warrants and removal expenses on discharge of re-engaged pensioners serving on Non-continuous Service engagements is promulgated for information and guidance :—

- (a) King's Regulations and Admiralty Instructions, Article 1664, is to apply to all pensioners re-engaged, except that Clause 4 shall only apply in cases where a free railway warrant was issued on discharge to pension.
- (b) Removal expenses, subject to the usual conditions, will be allowed to re-engaged pensioners who have not previously benefited by the concession, provided that the removal takes place within a period of twelve months, counting all time out of the Service since discharge to pension.

(K.R. & A.I., Arts. 1664 and 1665.)

### **2526.—Lieutenant-Commanders and Lieutenants—Retirement**

(C.W. 7955/36.—15.10.1936.)

In view of the present state of the lists it is anticipated that employment on the Active List will be available for Lieutenant-Commanders up to the age of compulsory retirement, viz., 45.

2. Retirement of Lieutenant-Commanders and Lieutenants under the age of 40 (under Section V, paragraph 4, on page 71 of the Appendix to the Navy List) will be allowed only in exceptional circumstances.

3. Retirement of officers over the age of 40 (under paragraph 3 of the same section) will be allowed only if the officer can be spared without inconvenience to the Service.

### **\*2527.—Fleet Air Arm—Increase in Personnel for**

(C.W. 9462/36.—15.10.1936.)

As an increase in the number of Naval officers who qualify annually as Pilots and Observers will be required, Flag and Commanding Officers are to draw the attention of suitable candidates to Articles 334 and 335, King's Regulations and Admiralty Instructions, and the prospective expansion in the Fleet Air Arm.

### **2564.—Low Flying Offences**

(N.L. 2939/36.—22.10.1936.)

The attention of all pilots in the Fleet Air Arm is drawn to paragraph 717 of the King's Regulations and Air Council Instructions which deals with flying restrictions, and in particular to the prohibition of unauthorised aerobatics and of flying or manœuvring aircraft in any manner likely to cause accident, annoyance or damage.



2. Their Lordships regard these offences as most serious breaches of discipline and consider that ordinarily they should be dealt with by court-martial. In the absence of mitigating circumstances officers found guilty of these offences will be considered unsuitable for retention in the Fleet Air Arm.

2570. }  
2619. } *Issued Confidentially.*

**\*2620.—Ex-R.N.R. and R.N.V.R. Ratings now serving in the R.N. under Temporary Engagements—Re-entry into the R.N.R. and R.N.V.R.**

(N. 4522/36.—29.10.1936.)

Commanding Officers of H.M. Ships and Establishments are to bring to the attention of the R.N.R. and R.N.V.R. ratings whose R.N. engagements will shortly expire, the advantages, as stated below, of re-joining the R.N.R. and R.N.V.R. immediately on their discharge from the R.N. Candidates for re-entry into the Reserve should apply to their Registrars, R.N.R. or Commanding Officers, R.N.V.R. Divisions. When applying for re-entry, men should produce their R.N. Service Certificates to the R.N.R. Registrar or Commanding Officer of the R.N.V.R. Division concerned, so that the amount of time allowed to reckon towards medals, etc. (see paragraphs 2 and 6) may be noted on the Reserve Certificates (R.V.2 or R.N.V.10); where the amount of "V.G." conduct time differs from the total time served both amounts (.....days) should be noted.

The time served in the R.N. will be allowed to count as time spent in the Reserve for the purposes of Reserve medals and Good Service badges and, in the case of the R.N.R., also for the purpose of qualifying for Reserve Gratuity. It will also count as mobilised service for Good Conduct Badges and progressive pay.

3. On re-entry, the Reserve engagements will be back-dated as necessary to place the men in the position they would have occupied but for re-entry into the R.N. For example, a R.N.R. rating who joined the R.N.R. on the 15th October 1932 and entered the R.N. on the 15th October 1935 will, on re-entry into the R.N.R., sign an engagement to serve until the 14th October 1937; and a R.N.V.R. rating who joined the R.N.V.R. on 15th October 1933 and entered the R.N. on 15th October 1935 will, on re-entry into the R.N.V.R., sign an engagement to serve until 14th October, 1937.

4. Men will be excused training, if they so desire, as follows :—

**R.N.R.**

- (a) E.R.A.s—3 months in a period of 5 years.
- (b) Other ratings—1 period of biennial training.

**R.N.V.R.**—Any uncompleted obligatory training in their first period of enrolment.

R.N.R. ratings who elect to be excused training will nevertheless be paid Embarkation Gratuity as though they had actually performed training, and the payment will be made with the last retainer payment for the training year excused.

*Note* :—Ratings should inform their Registrars, R.N.R. or Commanding Officers, R.N.V.R. Divisions whether they wish to be excused training or not.

5. As from 1st November, 1936, the annual bounty payable to members of the R.N.V.R. will be increased to a maximum of £5. In addition, an allowance will be paid for travelling expenses incurred in attending drills.

6. Before an ex-R.N.R. or R.N.V.R. rating is discharged from the R.N., the amount of time that can count towards Good Conduct and Good Service Badges is to be noted in the Badge space on page 4 of the R.N. Service Certificate, thus :—  
"Can count . . . . . days towards Good Conduct and Good Service Badges and 'V.G.' conduct from . . . . .".

7. All discharges from the R.N. of ex R.N.V.R. ratings are to be reported to the Commanding Officers of the R.N.V.R. Divisions in addition to the Admiral Commanding Reserves.

(A.F.O. 733/36).

**2743.—Issued Confidentially.****\*2744.—Seaman Branch—Non-substantive Ratings—Institution of New Form (S.583) and of Revised Rules for making Recommendations**

(N. 4008/36.—12.11.1936.)

It has become necessary for a greater proportion of Seaman ratings to take up rates in the various non-substantive branches than has hitherto been the case. To meet increased requirements, the following regulations have been approved and are to be brought into force immediately on receipt of this Order.

2. Selected ratings will be put through a course for non-substantive rate at the earliest opportunity after being rated Able Seaman.

3. So far as possible the non-substantive rate will still be the one chosen by the rating himself, but the requirements of the Service must be the first consideration.

4. All Able Seamen without non-substantive rating at present in the Service (with the exceptions shown in paragraph 6 of this Order) and in future all Ordinary Seamen on being rated Able Seaman, are to make their choice in order of preference as to whether they wish to qualify for a G., T., or S/D. non-substantive rate. *In addition* to expressing his order of preference for a G., T., or S/D. non-substantive rate, a man may *volunteer* for Air Gunner, if he so desires. If so, he should be required to state the degree of preference which he attaches to the Air Gunner rate.

The man's preference will be indicated on Form S.583. If no particular preference is expressed, this fact is to be stated in the Remarks column of the form, and the Commanding Officer is to indicate the branch for which he considers the man is best fitted.

5. For Able Seamen at present in the Service, Form S.583 is to be rendered immediately to the Commodore of the appropriate dépôt. For Ordinary Seamen rated up after the receipt of this Order, it is to be rendered as soon as possible after the men have been advanced. One copy of the form is to be attached to the rating's papers.

6. Form S.583 should not be forwarded for Able Seamen who are now within—

(a) Three years of completing time for pension.

(b) Two years of completing first C.S. engagement, unless they are recommended for re-engagement and have signified their intention of re-engaging.

(c) Two years of completing active service portion of S.S. engagement, unless they are recommended for transfer to C.S. and wish to transfer.

7. Drafting authorities are to arrange that all suitable ratings on being rated Able Seaman are to return to their dépôt as soon as they are required for a course at one of the schools. They will be guided as to which schools the ratings are to be sent by the following principles:—

(1) Rating's choice on Form S.583.

(2) Recommendation of Commanding Officer on Form S.583 and subsequently on Form S.1303 or S.1303B.

(3) Numbers required by the various non-substantive branches.

8. Forms S.1303 and S.1303B are to continue to be rendered in accordance with the present instructions.

9 to 10. *Deleted.*

(K.R. and A.I. Art. 421, and App. XXII, Part 1—B.R. 14, Drafting Regulations.)

(C.A.F.O. 2743/36 and A.F.O. 989/37.)

**2746.—Leave for Ratings entered for a limited period**

(M./N. 4024/36.—12.11.1936.)

*Ratings entered for one year who are serving abroad* are to receive the Foreign Service Leave due to them and, in exceptional cases, where the Commander-in-Chief concerned is satisfied that there would otherwise be hardship, the balance of drafting leave, up to a total of 10 days, may be granted to men who did not receive their full drafting leave before leaving the United Kingdom.

2. All leave is to be completed before a rating's engagement expires.

3. *Ratings entered for three years* are to be granted leave as laid down in King's Regulations and Admiralty Instructions.

## 2748.—Sound Films—Instructions for Showing on board H.M. Ships—Precautions Against Fire

(N. 3210/36.—12.11.1936.)

In consequence of the introduction of new types of sound film apparatus, the following revised instructions relating to the showing of films on board H.M. ships are promulgated for the guidance of all concerned.

### 2. *New Equipment.*

(a) "*N*" *Type Portable Sound Film Equipment.*—This apparatus, which may be supplied to H.M. ships through the Admiralty Cinema Fund, is less liable to cause fire than the majority of other types of projector known to exist in the Fleet. This is due partly to the special double light cut-off fitted in the projector and partly to the general design.

(b) *Cassettes.*—A cassette is a form of spool box in which film reels can be inserted immediately after rewinding and kept therein for transport and throughout the showing of the film. They are inserted into the projector spool boxes with the film reels. Consequently, when cassettes are employed, not more than a few inches of film need ever be exposed at any time and the risk of fire should therefore be negligible except by grossly careless operation.

At present the cost of cassettes is likely to be prohibitive, but reduction in cost is possible in the future, in which case they may be used by H.M. ships.

### 3. *General Orders for all Performances.*

The following general orders are to be observed on all occasions of showing films:—

- (i) Smoking by the film operator, by any person close to the projector or by any person handling films is strictly prohibited.
- (ii) The efficiency of all film operators must be assured.
- (iii) A responsible person must be in charge of the performance to see that the instructions are observed should a fire occur.
- (iv) All films when not in use are to be kept in a metal locker which ordinarily is not to be kept stowed below the upper deck, and all rewinding is to take place on the upper deck or on a weather deck. In destroyers the Commanding Officer is to issue orders which comply with the spirit of these instructions.
- (v) During performances film reels are to be kept in the metal locker or in metal carrying cases at least 30 feet away from the projector. No film reel is to be brought near the projector until it is actually required. Film reels withdrawn from the projector are to be removed immediately from the vicinity and placed in the metal locker or in metal carrying cases.
- (vi) The Pyrene fire extinguishers provided for ships carrying a cinema are to be left in the immediate vicinity. A large tray of sand with handles and scoop is also to be readily accessible.
- (vii) When showing a film the projector should stand in such a position that a film fire can burn itself out without extensive damage to its surroundings. A baseplate should be provided where necessary and inflammable articles removed from the vicinity.
- (viii) Adequate exits from the auditorium must be available at the end remote from the projector. Adequate exits for the operators in case of emergency are also to be provided.

*Note.*—Where cassettes are used the above orders need not be followed rigidly, but should be regarded as a general guide. The actual precautions will be a matter for the discretion of the Commanding Officer.

#### 4. *Special Orders for Performances between Decks.*

The following additional orders are to be observed when performances are given between decks:—

- (i) No projector is to be used which is not fitted with:
  - (a) Shutter safety gear, which automatically excludes the light ray from the film should the machine stop.
  - (b) Gate safety gear which prevents fire penetrating the spool box should the exposed portion of film catch fire. This device is to be tested periodically.
- (ii) (a) Except when "N" type portable equipment is used, the projector is to be screened from the audience by asbestos or asbestos blanket or other fire-proof material in order to allow the operator light for working and to assist in localising a film fire should this occur. If possible, the machine and operator should be completely housed in a fire-proof casing.
- (b) When "N" type portable equipment is used, the provision of a fire-proof screen is optional. It is recommended, however, that some form of screen be employed to enable the operator to be provided with adequate light and to reduce the amount of machine noise reaching the audience.

#### 5. *Positions for Showing Films.*

Subject to the general orders in paragraph 3, films may be shown in all classes of ship in a suitable covered-in space on the weather deck. Subject also to the special orders in paragraph 4, films may be shown between decks as follows:—

- (a) In cruisers and above.
- (b) In other classes of ship, provided "N" type portable equipment is used.

Films are not to be shown in the vicinity of compartments or areas containing explosives or readily inflammable stores or of ventilating trunks leading to dangerous areas.

#### 6. *Notes on Film Fires.*

A film fire cannot be put out, whatever the extinguisher or method used may be. The flame can be put out by smothering it with asbestos blankets, or foam, or by plunging it in water, but combustion continues, resulting in suffocating, dense fumes, which will prove to be much more dangerous than the fire.

A loose film, such as may have been allowed to flake itself down on the deck under the cinema projector by careless operation, will, if it catches fire, burn very intensely and suddenly, but very quickly.

A film rolled up in its box with the lid of the box open will not burn quite so suddenly or so quickly, but the fire is intense while it lasts.

In both the above cases the film will burn itself out in from 3 to 5 minutes—leaving no fumes—added to which the flame would not be dangerous to anything outside the immediate vicinity.

A film rolled up in its box with the lid shut would, on catching fire, cause combustion, and fumes would leak out through cracks, etc.

In a modern cinema house the projector is operated in a fire-proof compartment entirely separated from the auditorium. This compartment is excellently lighted and has an air vent in the roof for the escape of fumes. On board H.M. ships this arrangement cannot be adopted in its entirety, but an avoidable risk is taken if the operator is working in semi-darkness.

If a film catches fire and cannot readily be taken on deck, it should be allowed to burn itself out—fire extinguishers and fire hose being used afterwards to extinguish any resultant fire.

If the film catches fire in the projector it is most important to keep the door of the projector shut. This should effectively localise the fire.

If fumes are escaping, the following procedure should be adopted, either—

- (i) If practicable, get film up on deck and overboard.
- (ii) Evacuate compartment and get rid of fumes by the ventilation.

#### *7. General Notes on Operation, Care and Maintenance of Film Projectors.*

The following directions are issued as a guide both for operators and for those who are responsible for their efficiency:—

- (a) *Preparation of Film.*—Film should be gone over carefully in the winding room and all breaks or defects cut out and repaired *before* it is exhibited. If this is done conscientiously it should be impossible for a film to break during exhibition. Film jointing must be learnt and joins tested for their ability to stand an equal strain to the film itself. The film should be studied, *i.e.*, the operator should know its length and ending.

In order that this procedure shall be carried out with minimum trouble, films will be sent out by the Admiralty Film Distributor “tails first,” *i.e.*, each reel wound in the reverse order to that in which it is to be shown. They will thus have to be re-wound before they can be used. Similarly, films, after being shown, are not to be re-wound, but are to be passed on “tails first.”

- (b) *Care of Spools.*—Care of spools consists of inspection only, as no spool which is bent or in any way defective should be used.
- (c) *Care of the Machine.*—The operator should be able to produce, and must follow the instructions in the book issued by the maker of the machine. Such books can always be obtained.

The important points which can be examined by anyone in authority are:—

- (i) The correct loading of a film in a projector and no slip while running.
- (ii) The efficiency of the take-up in the lower spool drive.
- (iii) The condition of the teeth of winding pinions.
- (iv) The efficiency of the gate and safety traps. A short length of film led into an empty spool box and set alight outside should be extinguished in the closed safety trap.
- (v) Spool boxes should, if possible, be fitted with an observation radial window to give the operator an idea of the amount of film remaining. Such windows are trade fittings.
- (vi) Shutter operating gear. An opaque non-inflammable shutter should shut off the concentrated light from the film when the machine is stopped. This is one of the most important precautions to prevent fire, and the screening must be absolute.
- (vii) The operator must be capable of dealing with a film that breaks during operation. He should be able to re-insert the film in its track and re-connect to the bottom spool in quick time without failure. A broken film is almost invariably due to failure of the operator to observe the rules for preparation of films. Old films are more liable to break and require very careful inspection. In the event of a film breaking in the projector, the operator should at once switch off the lamp, or arc, or close the hand light cut-off if provided, and also stop the driving motor immediately.
- (viii) Efficient means of transport for the machine are essential.

2790.—*Issued Confidentially.*

## 2791.—Supply of Duty-Free Stores to Contract-Built Ships Commissioned for Acceptance Trial and Service

(N.L. 1511/36.—19.11.1936.)

Contract-built ships commissioned for acceptance trial and service in accordance with A.F.Os. 2649/35 and 2879/35 do not become entitled to ship duty-free stores until after the satisfactory completion of acceptance trials and the formal acceptance of the ship by the Commanding Officer.

(A.F.O. 2510/35.)

## \*2828.—Acting Sub-Lieutenants' Courses—REPORT

(C.W. 9806/36.—26.11.1936.)

(This reprint includes A.F.O. 3081/36.)

With reference to A.F.O. 2477/36, the following groups of Acting Sub-Lieutenants will undergo courses as outlined below.

### GROUP A

*R.N. College, Greenwich*

Began 2nd Jan., 1936.  
Ended 22nd July, 1936.

#### *Gunnery Course*

Began 31st Aug., 1936.  
Ended 6th Nov., 1936.

#### *Torpedo Course*

Began 9th Nov., 1936.  
Ends 18th Dec., 1936.  
Officers to be accommodated in H.M.S.  
"Dryad."

#### *Navigation Course*

Begins 4th Jan., 1937.  
Ends 12th Feb., 1937.  
Officers to join by p.m., Sunday,  
3rd Jan., 1937, and to be accommodated in H.M.S. "Dryad."

#### *Divisional and Signal Course*

Begins 15th Feb., 1937.  
Ends 25th March, 1937.  
Officers to be accommodated in H.M.S.  
"Dryad" for Signal Course and  
in H.M.S. "Excellent" for Divisional  
Course.

### GROUP B

*R.N. College, Greenwich*

Began 2nd Jan., 1936.  
Ended 22nd July, 1936.

#### *Gunnery Course*

Began 31st Aug., 1936.  
Ended 6th Nov., 1936.

#### *Navigation Course*

Began 9th Nov., 1936.  
Ends 18th Dec., 1936.  
Officers to be accommodated in H.M.S.  
"Dryad."

#### *Torpedo Course.*

Begins 4th Jan., 1937.  
Ends 12th Feb., 1937.  
Officers to be accommodated in H.M.S.  
"Dryad."

#### *Divisional and Signal Course*

Begins 15th Feb., 1937.  
Ends 25th March, 1937.  
Officers to be accommodated in H.M.S.  
"Dryad" for Signal Course and in  
H.M.S. "Excellent" for Divisional  
Course.

## GROUP C

*R.N. College, Greenwich*

Began 2nd Jan., 1936.

Ended 22nd July, 1936.

*Torpedo Course*

Began 31st Aug., 1936.

Ended 2nd Oct., 1936.

*Gunnery Course*

Began 5th Oct. 1936.

Ends 18th Dec., 1936.

Officers to be accommodated in H.M.S.  
"Excellent."*Navigation Course*

Begins 4th Jan., 1937.

Ends 12th Feb., 1937.

Officers to join by p.m., Sunday,  
3rd Jan., 1937, and to be accom-  
modated in H.M.S. "Dryad."*Divisional and Signal Course*

Begins 15th Feb., 1937.

Ends 25th March, 1937.

Officers to be accommodated in H.M.S.  
"Dryad."

## GROUP E

*R.N. College, Greenwich*

Began 30th April, 1936.

Ends 17th Dec., 1936.

*Gunnery Course*

Begins 4th Jan., 1937.

Ends 12th March, 1937.

Officers to join by p.m., Sunday,  
3rd Jan., 1937, and to be accom-  
modated in H.M.S. "Excellent."*Navigation Course*

Begins 15th March, 1937.

Ends 30th April, 1937.

(Includes Easter leave from 29th  
March—4th April, 1937.) Officers  
to be accommodated in H.M.S.  
"Dryad."*Torpedo Course*

Begins 3rd May, 1937.

Ends 11th June, 1937.

Officers to be accommodated in H.M.S.  
"Dryad."*Divisional and Signal Course*

Begins 14th June, 1937.

Ends 23rd July, 1937.

Officers to be accommodated in H.M.S.  
"Dryad."

## GROUP D

*R.N. College, Greenwich*

Began 30th April, 1936.

Ends 17th Dec., 1936.

*Gunnery Course*

Begins 4th Jan., 1937.

Ends 12th March, 1937.

Officers to join by p.m., Sunday,  
3rd Jan., 1937, and to be accom-  
modated in H.M.S. "Excellent."*Torpedo Course*

Begins 15th March, 1937.

Ends 30th April, 1937.

(Includes Easter leave from 29th  
March—4th April, 1937.) Officers  
to be accommodated in H.M.S.  
"Excellent."*Navigation Course*

Begins 3rd May, 1937.

Ends 11th June, 1937.

Officers to join by p.m., Sunday,  
2nd May, 1937, and to be accom-  
modated in H.M.S. "Dryad."*Divisional and Signal Course*

Begins 14th June, 1937.

Ends 23rd July, 1937.

Officers to be accommodated in H.M.S.  
"Dryad."

## GROUP F

*R.N. College, Greenwich*

Began 30th April, 1936.

Ends 17th Dec., 1936.

*Torpedo Course*

Begins 4th Jan., 1937.

Ends 12th Feb., 1937.

Officers to be accommodated in H.M.S.  
"Excellent."*Gunnery Course*

Begins 15th Feb., 1937.

Ends 30th April, 1937.

Officers to join by p.m., Sunday,  
14th Feb., 1937, and to be accom-  
modated in H.M.S. "Excellent."  
(Includes Easter leave from 29th  
March—4th April, 1937.)*Navigation Course*

Begins 3rd May, 1937.

Ends 11th June, 1937.

Officers to join by p.m., Sunday,  
2nd May, 1937, and to be accom-  
modated in H.M.S. "Dryad."*Divisional and Signal Course*

Begins 14th June, 1937.

Ends 23rd July, 1937.

Officers to be accommodated in H.M.S.  
"Dryad."

## GROUP G

*R.N. College, Greenwich*

Began 24th Sept., 1936.

Ends 17th Dec., 1936.

*Navigation Course*

Begins 4th Jan., 1937.

Ends 12th Feb., 1937.

*Divisional and Signal Course*

Begins 15th Feb., 1937.

Ends 25th March, 1937.

*Torpedo Course*

Begins 5th April, 1937.

Ends 14th May, 1937.

*Gunnery Course*

Begins 17th May, 1937.

Ends 23rd July, 1937.

Officers to be accommodated in H.M.S.

"Excellent" throughout.

## GROUP I

*R.N. College, Greenwich*

Began 24th Sept., 1936.

Ends 17th Dec., 1936.

*Gunnery Course*

Begins 4th Jan., 1937.

Ends 12th March, 1937.

*Divisional and Signal Course*

Begins 15th March, 1937.

Ends 30th April, 1937.

(Includes Easter leave, 29th March—  
4th April, 1937.)*Torpedo Course*

Begins 3rd May, 1937.

Ends 11th June, 1937.

*Navigation Course*

Begins 14th June, 1937.

Ends 23rd July, 1937.

Officers to be accommodated in H.M.S.

"Excellent" throughout.

## GROUP H

*R.N. College, Greenwich*

Began 24th Sept., 1936.

Ends 17th Dec., 1936.

*Torpedo Course*

Begins 4th Jan., 1937.

Ends 12th Feb., 1937.

*Navigation Course*

Begins 15th Feb., 1937.

Ends 25th March, 1937.

*Divisional and Signal Course*

Begins 5th April, 1937.

Ends 14th May, 1937.

*Gunnery Course*

Begins 17th May, 1937.

Ends 23rd July, 1937.

Officers to be accommodated in H.M.S.

"Excellent" throughout.

## GROUP J

*R.N. College, Greenwich*

Began 31st Dec., 1936.

Ends 25th March, 1937.

*Gunnery Course*

Begins 5th April, 1937.

Ends 11th June, 1937.

Officers to join by p.m., Sunday,  
4th April, 1937, and to be accom-  
modated in H.M.S. "Excellent."*Torpedo Course*

Begins 14th June, 1937.

Ends 23rd July, 1937.

Officers to be accommodated in H.M.S.  
"Excellent."*Navigation Course*

Begins 9th Aug., 1937.

Ends 17th Sept., 1937.

Officers to join by p.m., Sunday,  
8th August, 1937, and to be accom-  
modated in H.M.S. "Dryad."*Divisional and Signal Course*

Begins 20th Sept., 1937.

Ends 29th Oct., 1937.

Officers to be accommodated in H.M.S.

"Dryad."



## GROUP K

*R.N. College, Greenwich*

Begins 31st Dec., 1936.

Ends 25th March, 1937.

*Navigation Course*

Begins 5th April, 1937.

Ends 14th May, 1937.

Officers to join by p.m., Sunday,  
4th April, and to be accommodated  
in H.M.S. "Dryad."

*Gunnery Course*

Begins 17th May, 1937.

Ends 23rd July, 1937.

Officers to join by p.m., Sunday,  
16th May, 1937, and to be accom-  
modated in H.M.S. "Excellent."

*Divisional and Signal Course*

Begins 9th Aug., 1937.

Ends 17th Sept., 1937.

Officers to be accommodated in H.M.S.  
"Excellent."

*Torpedo Course*

Begins 20th Sept., 1937.

Ends 29th Oct., 1937.

Officers to be accommodated in H.M.S.  
"Excellent."

## GROUP L

*R.N. College, Greenwich*

Begins 31st Dec., 1936.

Ends 25th March, 1937.

*Torpedo Course*

Begins 5th April, 1937.

Ends 14th May, 1937.

Officers to be accommodated in H.M.S.  
"Excellent."

*Gunnery Course*

Begins 17th May, 1937.

Ends 23rd July, 1937.

Officers to join by p.m., Sunday,  
16th May, 1937, and to be accom-  
modated in H.M.S. "Excellent."

*Navigation Course*

Begins 9th Aug., 1937.

Ends 17th Sept., 1937.

Officers to join by p.m., Sunday,  
8th August, 1937, and to be accom-  
modated in H.M.S. "Dryad."

*Divisional and Signal Course*

Begins 20th Sept., 1937.

Ends 29th Oct., 1937.

Officers to be accommodated in H.M.S.  
"Dryad."

(A.F.O. 2477/36.)

**2829.—Gyro-compass Courses, 1937**

(C.D. 230/36.—26.11.1936.)

The following gyro-compass courses have been arranged at the Admiralty  
Compass Observatory, Slough, for 1937.

2. Classes should be arranged direct with the Director of the Compass  
Department.

3. In general, twelve officers can be taken for each course except where special  
classes have been arranged as indicated :—

4th January	— 16th January.	
18th January	— 30th January.	1st Class Ship (N).
1st February	— 13th February.	
15th February	— 27th February.	
1st March	— 13th March.	
15th March	— 27th March.	
30th March	— 10th April.	
12th April	— 17th April.	Qualifying (N).
26th April	— 8th May.	
10th May	— 22nd May.	
24th May	— 5th June.	
7th June	— 19th June.	
5th July	— 17th July.	
19th July	— 31st July.	
3rd August	— 14th August.	
30th August	— 11th September.	
13th September	— 25th September.	1st Class Ship (N).
27th September	— 9th October.	
11th October	— 23rd October.	
25th October	— 6th November.	
8th November	— 20th November.	
22nd November	— 4th December.	
6th December	— 18th December.	

### 2834.—Messing—General Mess and Victualling Allowances— Application of Zonal Rates to Ships on Passage

(V. 3532/36.—26.11.1936.)

The following instructions govern changes of zonal rates for General Messing, and Messing and Victualling Allowances, in ships on passage from one zone to another.

2. (a) *Ships proceeding from England for service on foreign stations or returning therefrom to England.*
- (b) *Ships employed on trooping duties both on outward and homeward voyages.*
- (c) *Ships transferred or detached from one foreign station to another.*

(i) The rates appropriate to *each zone entered* apply from the time of arrival at the first port in the zone except as provided in Clause (iii) of this paragraph.

(ii) The change of rates is to be made on the day of arrival at the port if before noon, and on the day following if after noon.

(iii) Zone A rates will not come into force in any ship returning to England from another zone until arrival at a home port. Intermediate calls at other ports in Zone A on the voyage are to be disregarded.

3. *Ships Cruising.*—(i) The foregoing arrangements apply generally to ships of the Home Fleet proceeding to Gibraltar and other ports in Zone B during the Spring Cruise except that the *temporary* return of any ship into Zone A from Zone B is to be ignored, Zone B rates remaining in force during such periods.

(ii) When ships proceed on special cruises from England (*e.g.*, cadets' training ship and ships of the Home Fleet proceeding to ports outside Zones A and B during the Spring Cruise) enquiry should be made of the Admiralty as to the application of zonal rates during the period of the cruise.

(iii) Ships serving on foreign stations will retain their own zonal rates during any period of a cruise which may be spent outside the limits of their station.

4. *Accounts.*—Information is to be furnished on the Cash Account vouchers (Form S.73) as to the total numbers of messing and victualling allowances paid at each zonal rate, and the period covered.

In ships on general messing, particulars showing the numbers victualled at each of the general messing rates and the period for each rate are to be included in the "Abstract of Expenditure for General Messing" at the end of the Provision Account.

### 2873.—Royal Australian Navy—Pay, etc., Arrangements and Conditions of Service

(C.W. 10450/36.—3.12.1936.)

#### A.—GENERAL

The following instructions, which are a consolidation of all existing Admiralty Fleet Orders on the subject, are issued for guidance in dealing with the pay, etc., of personnel of the Royal Australian Navy serving in H.M. ships, etc., and of Royal Naval personnel serving in the Royal Australian Navy.

The conditions of service, advancement, pay, leave, medical and dental arrangements for Royal Australian Navy personnel serving in the Royal Navy, are shown in Section B.

The conditions of service, advancement, pay, etc., of Royal Navy personnel serving in the Royal Australian Navy are shown in Section C.

The rates of pay and allowances payable in the Royal Australian Navy are shown in Section D.

## B.—OFFICERS AND MEN OF THE ROYAL AUSTRALIAN NAVY SERVING IN H.M. SHIPS AND ESTABLISHMENTS

### PART I

#### OFFICERS AND MEN OF THE ROYAL AUSTRALIAN NAVY BORNE ON THE BOOKS OF H.M. SHIPS AND ESTABLISHMENTS.

R.A.N. personnel who are sent to England for service or training in the Royal Navy are to be borne on the books of Portsmouth Depôt from the date of their arrival in England until their first appointment, and subsequently during the intervals between appointments until the date of embarkation for return to Australia.

Unless instructed to the contrary, they are to join the R.N. Barracks during these periods.

2. The accounts of officers and men are to be entered on separate lists of the ledger (List 14 or 17, R.A.N.). The pay and victualling are also to be shown separately in the Ledger Abstract under the heading "General Accounts" (Commonwealth of Australia).

3. Pay and allowances are to be credited at the rates applicable to the Royal Australian Navy, which will be shown on Transfer Lists. (*See also* Section D). No variation in these rates nor payment of additional allowances should be made unless specially authorised by H.M.A. London Depôt, Australia House, Strand, London, W.C.2, to whom communications relating thereto should be addressed direct.

All questions of advancement, award, or restoration of Good Conduct Badges, Long Service and Good Conduct Medals, and of allowance for non-substantive rating on qualifying for same should similarly be referred, accompanied by Service Certificates, before any payment is made in respect thereof.

4. Recommendations for promotion of R.A.N. Officers are to include particulars of the position, if any, in the station order of merit in which each officer would have been placed had he belonged to the Royal Navy. The total number in order of merit and the total number recommended should also be shown. The recommendations are to be sent in on separate forms.

Duplicate copies of Forms S.596 and S.206 relating to R.A.N. Officers should be transmitted by the Commander-in-Chief or Senior Officer concerned direct to the Secretary, Naval Board, Navy Office, Melbourne, in sufficient time to reach the Navy Office by 1st June and 1st December each year.

5. Forms S.63, S.63b, S.54 and S.54b, in respect of allotments should be forwarded to H.M.A. London Depôt, Australia House, Strand, W.C.2, for necessary action. Allotments payable in the United Kingdom on behalf of R.A.N. personnel serving in the Royal Navy, should not be continued after the embarkation of the allottee for Australia, except with the prior approval of the Commonwealth Naval Board.

6. On discharge of R.A.N. personnel from one ship to another, Australian rates of pay and allowances should be shown on Transfer Lists, which are to be forwarded with them, duplicate Transfer Lists being also sent to H.M.A. London Depôt, Australia House, Strand, London, W.C.2.

7. Any clothing, etc., taken up on repayment from Government Stocks is to be paid for by cash and the charges will not appear in the ledger.

8. All claims, including those for travelling expenses and subsistence, are to be forwarded direct to H.M.A. London Depôt for necessary action.

9. *Private Motor Vehicles*.—Before authority can be given for the use by R.A.N. personnel of a privately owned motor car on official duty, the policy of insurance and annual receipt for premium, under a comprehensive policy (covering the use of the vehicle on official business and third party risks) must be produced. The policy must name the Commonwealth as the insured or one of the insured. This may be done by an appropriate endorsement on an existing policy.

Claims should be supported by a certificate from the Commanding Officer or the Accountant Officer in the following terms :—

“ I certify that.....has produced an insurance policy and receipts for premium showing that his private car is insured under a comprehensive policy (covering the use of the vehicle on official business and third party risks) for the period covered by the claim, and that the Commonwealth is insured thereby.”

10. Effects of deceased persons or deserters (late members of the R.A.N.) should not be disposed of until authority has been received from H.M.A. London Depôt, and it should be noted that the disposal of effects frequently necessitates reference to Australia.

11. A complete extract from the ledger showing details of accounts, etc., in respect of all R.A.N. ranks and ratings borne during the period covered by the ledger is to be forwarded to H.M.A. London Depôt as soon as possible after the ledger is closed.

On the return of an officer or rating to one of H.M.A. Ships or Establishments, the extract is to be sent immediately he is discharged and not at the end of the period covered by the ledger. The accounts thus rendered should not be included in the extract forwarded at the end of the quarter.

When officers or ratings are borne in H.M. Ships or Establishments *for victuals only*, any credit to which they may become entitled and any charges incurred therein should be communicated *in detail* as they occur to the H.M.A. Ships or London Depôt in which they are borne for pay, where the necessary adjustment of account will be made.

12. Officers of the R.A.N. serving in H.M. Ships are to be given the usual Service Certificate, a copy of which is to be forwarded by the Commanding Officer direct to the H.M.A. London Depôt. A notation that this has been done is to be made on the counterpart and the date of transmission should also be recorded.

13. It is to be noted that so far as financial matters are concerned the King's Regulations and Admiralty Instructions for the Royal Navy do not apply to ranks and ratings of the R.A.N.

## PART II

### *Medical and Dental*

1. If officers and men attached to the R.N. for loan service, training, etc., contract venereal disease, the facts should be reported as soon as possible to H.M.A. London Depôt, who will communicate the necessary instructions regarding pay, etc.

2. Officers of the R.A.N. serving under exchange conditions in the R.N. are subject to the conditions laid down in King's Regulations and Admiralty Instructions.

### *Dental Treatment in the United Kingdom when attached to H.M. Ships and Establishments*

3. Wherever possible, Admiralty Service routine as set forth in Admiralt, Fleet Orders should be followed by R.A.N. personnel serving in the United Kingdom and requiring dental treatment.

Refunds for dental treatment obtained from other than service sources will be made in accordance with the following clauses :—

Where treatment by a naval dentist is not available and emergency treatment for the relief of pain has to be obtained from a civilian dentist, consideration will be given to a claim for refund of reasonable expenses in respect of treatment for the relief of pain only. Any such claim should be accompanied by a full statement of the circumstances.

Personnel serving at places where no service dental facilities are available may obtain treatment from local civilian dentists. Written orders for treatment required should be obtained from the Senior Naval Officer, Admiralty Form S.31, or the form of authority set out in Consolidated Orders and Regulations being used for the purpose. Orders should be attached to claims for refunds, and should be certified as to correctness (before payment is approved) by the officer authorising the treatment.

Refunds in respect of treatment obtained under the above conditions will be made only in accordance with the scale of fees for operative dental treatment set out in Admiralty Fleet Orders.

#### *Treatment by Private Practitioner in Case of Illness*

4. When Service treatment is not available owing to a member being taken ill while on leave and at a place where there is no Naval Medical Officer or Naval Hospital, members of the R.A.N. are to seek treatment by a private practitioner or in a civil hospital if fit to be moved. Fees incurred will generally be borne by the Commonwealth of Australia up to a reasonable amount. In all cases the illness and cause should be reported forthwith to H.M.A. London Depot, through the Commanding Officer, by the member, together with a certificate signed by the medical practitioner attending the case. The certificate must state :—

- (a) The disease from which the member is suffering.
- (b) That he is unfit to travel to the nearest place where he could obtain treatment from a Naval source.
- (c) The distance between the patient's residence and the doctor's house or surgery.
- (d) Whether attended at the man's residence or the doctor's surgery.

A similar certificate is to be furnished weekly until fit to travel or removal to a Naval Hospital.

In an emergency, where it is necessary for a surgical operation to be performed by a private practitioner, because the member's condition does not enable him to travel to a place where he could receive treatment from Naval medical sources, the sum allowed for medical expenses will be specially considered up to an amount of £30.

*Checking on Ledger.*—A member who reports sick while on short leave should be checked to sick leave from date of commencement of sickness, as indicated in the medical report, and should be credited with leave allowance from that date and while unfit to travel.

In the case of a member who reports sick while checked to leave, he should be re-checked to sick leave from the commencing date of sickness, as shown on medical report, and should continue to be credited with leave allowance while unfit to travel.

When the member is sent to hospital he should be checked or re-checked as necessary to hospital, the name of the hospital being inserted in the ledger. It should be noted that leave allowance is not payable while in hospital.

#### *Medical and Dental History Sheets*

5. When R.A.N. officers are first appointed, either on loan or for exchange service, in the Royal Navy, Medical History Sheets will be issued by the Medical Director-General to the Senior Medical Officer of the ship or establishment to which the officer has been appointed, and should be retained in his custody. Dental

History Sheets will be issued to the Senior Dental Officer, should one be serving in the ship or establishment, otherwise they will be issued to the Senior Medical Officer. They should be endorsed with the necessary entries recording treatment, in the same way as the Medical History Sheets and Dental Cards of Naval ratings. When an officer is discharged, his Medical and Dental History Sheets should be transmitted under registered confidential cover to the Senior Medical or Dental Officer, as the case may be, of the ship or establishment to which he has next been appointed. If no fresh appointment has been issued, they should be forwarded to the Medical Director-General. They should invariably accompany a patient to a Naval hospital in order to facilitate full consideration of his case.

6. When Medical Officers are completing the portion of the Medical History Sheet referring to general medical examinations, only the columns referring to weight and chest need be completed.

7. Medical History Sheets of officers are to be kept personally by the Senior Medical Officer, and are of a distinctive colour to aid in their being treated as highly confidential.

8. If there is no Naval Medical Officer attached to the ship or establishment to which the R.A.N. officer has been appointed, the Medical and Dental History Sheets should be retained in the custody of the Commanding Officer or Senior Naval Officer, and medical and dental treatment should be recorded by the Surgeon and Agent or civil practitioner rendering the treatment, when treatment has been arranged by the Service.

9. These arrangements do not supersede reports required under existing R.N. regulations.

### PART III

#### *Leave Regulations*

1. The leave of officers and men of the Royal Australian Navy serving in H.M. Ships and Establishments is to be governed by the routine of the squadron, ship or establishment to which they are attached.

2. Foreign service leave, calculated at the rate of seven days for each completed six months, and one day for each completed month of the remaining period, will be granted on return to Australia, provided the amount of leave thus accumulated does not exceed 42 days.

3. Officers and men borne on the books of H.M. Ships or Establishments awaiting return passage to Australia on completion of service or training, may be granted leave as convenient, should they so desire, and arrangements should be made direct with H.M.A. London Dépôt, Australia House, Strand, London, W.C.2, with respect to the leave so granted. Such leave will not be deducted from foreign service leave on return to Australia.

4. *Railway Concessions*—For particulars regarding concession fares available to R.A.N. personnel and their wives and families, see A.F.O. 2648/35, Section XVI.

### C.—R.N. PERSONNEL ON EXCHANGE OR LOAN TO ROYAL AUSTRALIAN NAVY.

#### PART I

#### OFFICERS AND MEN OF THE ROYAL NAVY ABOUT TO TAKE SERVICE IN THE ROYAL AUSTRALIAN NAVY.

An officer of the Royal Navy appointed to the Royal Australian Navy direct from Full Pay or Unemployed Pay at the Full Pay rate should be paid by the Accountant Officer of his Ship or Dépôt up to the date immediately preceding that of his appointment. A Transfer List is to be forwarded to H.M.A. London Dépôt, Australia House, Strand, W.C.2, and also a duplicate to the Director of Navy Accounts.

2. When a rating is selected for service in the Royal Australian Navy, the date of commencement of his R.A.N. engagement will be determined by H.M.A. London Dépôt, and the ship informed. Such rating should be paid by the Accountant Officer of his ship up to the date of his discharge from the Royal Navy, a Transfer List being forwarded to H.M.A. London Dépôt, and a duplicate to the Director of Navy Accounts.

3. In order to provide that officers and ratings definitely transferred or on loan to the Royal Australian Navy shall have an opportunity to revise their contributions to their dependants on being placed on Australian rates of pay, and in order to avoid hardship through a break in the continuity of payment to the dependants by reason of the officer's or man's transfer, the allotment (and any allowances in force in respect of ratings) at the time of transfer will not necessarily be discontinued, and any adjustments or stoppages should be left for arrangement between the Director of Navy Accounts and the Australian Commonwealth.

The allotments of all officers and ratings selected for service in the Royal Australian Navy should not therefore be regarded as stopped on transfer, but particulars of the allotment should be shown on the Transfer Lists forwarded to H.M.A. London Dépôt, and Director of Navy Accounts, as in the case of transfers in the Royal Navy.

4. Form A.S. 55 (R.A.N. Engagement) and the Agreement Forms which are also signed by Active Service and R.F.R. ratings, etc., loaned to the Royal Australian Navy are to be forwarded to H.M.A. London Dépôt on completion.

5. Advances of Australian pay by R.N. Dépôts will be authorised where necessary by H.M.A. London Dépôt only, by means of Transfer List showing rate of pay, etc.

6. Flag Officers, Commodores and Officers in command, appointed in the United Kingdom to the R.A.N. and joining their ships at ports in Australia, are allowed free conveyance to Australia of combined baggage and mess stores, as laid down in Appendix X, Part I, paragraph 4, King's Regulations and Admiralty Instructions. In all cases where Naval transport is available it must be used.

7. When R.N. officers are serving in the Royal Australian Navy, either on loan or on exchange service, the system of Medical and Dental History Sheets in force in the R.A.N. will be applicable to them for R.A.N. purposes only, and will be retained in the R.A.N.

*Note.*—For the distinction between loan and transfer to the R.A.N. for ratings, see A.F.O. 646/33.

## PART II

### *Advancement and Pay Arrangements*

1. An officer, Petty Officer, or man of the Royal Navy serving in the Royal Australian Navy on loan, who is promoted by the Admiralty, but not required in the R.A.N. in the higher rank or rating, will continue to receive pay and allowances at the rates applicable to the R.A.N. for the rank or rating held prior to Admiralty promotion until final discharge from the R.A.N. Where, however, a corresponding promotion is granted in the Royal Australian Navy, pay and allowances in the higher rank will, as regards officers, be credited from the date of reappointment to one of H.M.A. ships in the higher rank. Petty Officers and men will similarly receive pay and allowances of the higher rating from the date of advancement. The conditions of advancement of ratings while on loan will generally be similar to those in the Royal Navy. (*See* A.F.O. 1212/35.)

2. The arrangements for the payment of officers and men of the Royal Navy serving in the Royal Australian Navy in exchange appointments or on loan, are as under. The arrangements *do not apply to officers in receipt of consolidated salary.*

### *Officers serving in Exchange Appointments*

3. These officers are to be paid at R.N. rates of pay chargeable to the Admiralty and subject to United Kingdom Income Tax, but if serving in a shore appointment, will further be liable to Australian State Tax and State Unemployment Tax.\*

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\* From 1st July, 1931, and until further notice, R.N. officers serving in shore appointments on exchange in the State of Victoria, are exempt from Australian State Tax and State Unemployment Tax, and in New South Wales they will be exempt from State and Unemployment Relief Tax whilst employed on a Commonwealth vessel, but if serving at Garden Island or on shore in the State, will be liable for State and Unemployment Relief Tax.

*Note.*—So far as financial matters are concerned, the King's Regulations and Admiralty Instructions do not apply to ranks and ratings lent for service with the Royal Australian Navy.

They will be borne for pay on the ledgers of the R.A.N. ships and establishments to which they may be appointed. The payments actually made to them in Australia will be made in Australian currency, and exchange adjustments will be made half-yearly on the basis of the average daily rate of exchange obtaining during the preceding six months. Allotments will be permitted within the limits laid down by King's Regulations and Admiralty Instructions. If payable in the United Kingdom the amounts allotted will be paid in sterling. If payable elsewhere they will be paid in local currency at the appropriate rate of exchange. Remittances (as distinct from allotments) from Australia will not be officially arranged for.

#### *Officers serving on Loan*

4. These officers will continue to be paid by the Australian Government at R.A.N. rates of pay in Australian currency and will be subject to Australian taxation. (See also Section D).

5. Each officer will, however, be paid periodically or at the end of loan service by the Admiralty, in addition, such round sum as may be necessary to bring his total R.A.N. emoluments (less Australian taxation thereon) approximately up to the amount (less United Kingdom income tax) that he would have received if serving in a similar appointment in the R.N., ignoring any difference in exchange (*i.e.*, for the purpose of this comparison the Australian £ will be taken at par). (See also paragraph 7.)

Claims to this supplementary payment are normally to be rendered by officers through the Australian Authorities at intervals of not less than three, and preferably not less than six, months, but may, if so desired, be rendered on the completion of service in the Royal Australian Navy. The claims should be related to calendar quarters, *i.e.*, they should be rendered in respect of the periods ending 31st March, 30th June, 30th September and 31st December of any year; and claims relating to a period ending 30th June should be accompanied by a United Kingdom Income Tax Declaration completed in full in accordance with the rules for the payment of United Kingdom Income Tax.

Claims for officers who have since returned to the Royal Navy are to be rendered direct to the Director of Navy Accounts.

6. The allotments of officers serving "on loan" will be subject to the following restrictions:—

- |  |   |
|--|---|
| (a) If the officer's wife and family remain in the United Kingdom. | Allotment must not exceed three-fifths of the officer's total R.A.N. pay and allowances (excluding entertaining allowance). |
| (b) If the officer is single or wife proceeds to Australia.        | Allotment must not exceed one-fifth of total R.A.N. pay and allowances (excluding entertaining allowance).                  |

Any loss on exchange resulting from allotments within the above prescribed limits will be borne by the Australian Government.

7. These arrangements for allotment do not apply to the additional sum payable by the Admiralty in accordance with paragraph 5 above. This additional sum will be paid at the option of the officer either (a) to his nominee in the United Kingdom, in sterling, or (b) to the officer himself in Australia in Australian currency at the rate of exchange authorised at the time of payment.

#### *Ratings serving on Loan*

8. The foregoing arrangements for equalising total pay (less tax charges) will be generally applicable to ratings serving on loan, but allotments will be allowed without restriction.



## PART III

## OFFICERS AND MEN OF THE ROYAL NAVY RETURNING FROM SERVICE IN THE ROYAL AUSTRALIAN NAVY.

1. Officers and men of the Royal Navy returning from the Royal Australian Navy for reversion to the Royal Navy are to be borne nominally on the books of one of the R.N. Depôts for disciplinary purposes only, from the date of arrival in England to the date of expiration of their R.A.N. leave. Payment will be made to them direct by H.M.A. London Depôt.

2. For officers, a Transfer List will be forwarded by H.M.A. London Depôt to H.M.S. "Victory," showing the period for which such officers should be borne nominally on that Depôt's books, a notation being made that payment will be effected direct by H.M.A. London Depôt for such period.

3. Transfer Lists in respect of ratings will be furnished to the respective Depôts to which they will return on the expiration of their R.A.N. leave, indicating the period for which they should be borne nominally on Depôt books prior to reversion to the Royal Navy. At the expiration of leave, pay documents, Service Certificates, etc., will be forwarded by H.M.A. London Depôt to R.N. Depôt.

4. An officer on loan from the R.N. who is receiving Command Money, and relinquishes command to return to the United Kingdom, will be credited with Command Money up to and inclusive of the date of arrival in the United Kingdom, provided that if departure is delayed, or he is permitted to make his own arrangements for passage home, credit will not be continued beyond the period which would have been taken had he sailed by the first available opportunity after relinquishing command.

5. An officer who at his own request reverts to the Royal Navy before the expiration of the period of loan to the Royal Australian Navy, will be required to defray all expenses in connection with the passage to Australia of his relief and his own passage to England, unless very strong reasons are put forward why such charge should not be made.

6. Officers and men entitled to a return passage to the United Kingdom, who are permitted to remain in Australia on the termination of their engagement in the R.A.N. will be allowed to defer their passage for a period not exceeding six months, subject to the proviso that the Commonwealth Authorities will be liable only for the cost of the return passage at the rate in force at the time of discharge from the R.A.N.

7. *Allotments*.—Naval personnel who are utilising the allotment system are to be afforded, at the earliest opportunity, facilities for varying their allotment commitments in the light of their requirements upon reverting to Royal Naval rates of pay, subject to the limits prescribed by Article 1756, Clause 3 (a), King's Regulations and Admiralty Instructions.

With a view to ensuring continuity of support of wives and other dependants, men of the Royal Navy returning to England whose dependants are residing abroad should, upon first appearance in Depôt, be encouraged to declare (with prospective effect where Australian pay is still being credited) new or revised allotments in their favour.

8. *Marriage Allowance*.—Where the wife and/or children have not accompanied the man to Australia or return at the same time, the necessary action will be taken by the Director of Navy Accounts. Where, however, the wife and/or children continue to reside abroad it is necessary for a special report to be forwarded. Upon first appearance in depôt all Naval ratings should therefore be questioned as to whether they claim to be entitled to Marriage Allowance in respect of a wife and/or children residing abroad and, if so, a report should be forwarded to the Director of Navy Accounts upon such of the following points as may be applicable:—

- (i) Present address of wife.
- (ii) Whether she is following the man to this country and, if so, the approximate date of arrival.
- (iii) If she is not proceeding to this country, the reason for remaining abroad.
- (iv) Names and ages of his children under 14 years.
- (v) Name and address of guardian of children, if motherless.
- (vi) Amount of allotment in force in favour of wife or guardian on reversion to R.N. rates of pay.

D.—RATES OF PAY AND ALLOWANCES, ROYAL AUSTRALIAN NAVY  
PART I—PAY OF OFFICERS

The daily rates of active pay and allowances set forth shall apply, where not otherwise stated, to officers of the Permanent Naval Forces (Sea-going), as from 11th September, 1936, inclusive. Rank or relative ranks specified shall be as defined in King's Regulations and Admiralty Instructions.

The following shall be the rates of Active Pay for Commissioned Officers :—

<i>Executive Officers</i>									
<i>Rank.</i>									
<i>Rate per Diem.</i>									
£ s. d.									
Midshipman	...	...	...	...	...	...	...	...	0 6 0
Sub-Lieutenant	...	...	...	...	...	...	...	...	0 11 0
Lieutenant "on promotion"	...	...	...	...	...	...	...	...	0 18 6
After 4 years	...	...	...	...	...	...	...	...	1 0 0
After 6 years	...	...	...	...	...	...	...	...	1 4 0
Lieutenant-Commander "on promotion"	...	...	...	...	...	...	...	...	1 10 0
After 3 years	...	...	...	...	...	...	...	...	1 12 0
After 6 years	...	...	...	...	...	...	...	...	1 14 0
Commander "on promotion"	...	...	...	...	...	...	...	...	2 0 0
After 3 years	...	...	...	...	...	...	...	...	2 4 0
After 6 years	...	...	...	...	...	...	...	...	2 8 0
After 9 years	...	...	...	...	...	...	...	...	2 12 0
Captain "on promotion"	...	...	...	...	...	...	...	...	3 0 0
After 3 years	...	...	...	...	...	...	...	...	3 5 0
After 6 years	...	...	...	...	...	...	...	...	3 10 0
After 9 years	...	...	...	...	...	...	...	...	3 15 0
Rear Admiral	...	...	...	...	...	...	...	...	5 0 0

<i>Engineer Officers</i>									
<i>Rank.</i>									
<i>Rate per Diem.</i>									
£ s. d.									
Engineer-Sub-Lieutenant and Sub-Lieutenant (E)	...	...	...	...	...	...	...	...	0 13 0
Engineer-Lieutenant and Lieutenant (E) "on promotion"	...	...	...	...	...	...	...	...	1 0 0
After 4 years	...	...	...	...	...	...	...	...	1 3 0
After 6 years	...	...	...	...	...	...	...	...	1 7 0
Engineer-Lieut.-Commander and Lieut.-Commander (E) "on promotion"	...	...	...	...	...	...	...	...	1 14 0
After 3 years	...	...	...	...	...	...	...	...	1 16 0
After 6 years	...	...	...	...	...	...	...	...	1 18 0
Engineer-Commander and Commander (E) "on promotion"	...	...	...	...	...	...	...	...	2 5 0
After 3 years	...	...	...	...	...	...	...	...	2 9 0
After 6 years	...	...	...	...	...	...	...	...	2 13 0
After 9 years	...	...	...	...	...	...	...	...	2 17 0
Engineer-Captain and Captain (E) "on promotion"	...	...	...	...	...	...	...	...	3 0 0
After 3 years	...	...	...	...	...	...	...	...	3 5 0
After 6 years	...	...	...	...	...	...	...	...	3 10 0
After 9 years	...	...	...	...	...	...	...	...	3 15 0
Engineer Rear Admiral	...	...	...	...	...	...	...	...	5 0 0

An allowance for Engineer duties is included in the scale of pay for officers of the Engineering Branch up to Commander's rank inclusive. The above rates for the Engineering Branch will be paid continuously while an officer is employed on Engineering duties. A Lieutenant (E) or Lieut.-Commander (E) who reverts to deck duties shall, whilst employed on such duties, receive pay on the scale of the Executive Branch.

A Probationary Engineer-Sub-Lieutenant shall receive pay and allowances as laid down for Engineer-Sub-Lieutenants "on promotion."

The conditions regarding the commencement of (E) pay for Sub-Lieutenant (E) and Lieutenant (E) shall be as approved by the Naval Board.

<i>Accountant Officers</i>							<i>Rate per Diem.</i>		
<i>Rank.</i>							£	s.	d.
Paymaster-Cadet	...	...	...	...	...	...	0	6	0
Paymaster-Midshipman	...	...	...	...	...	...	0	6	0
Paymaster-Sub-Lieutenant	...	...	...	...	...	...	0	11	0
Paymaster-Lieutenant "on promotion"	...	...	...	...	...	...	0	18	6
After 4 years	...	...	...	...	...	...	1	0	0
After 6 years	...	...	...	...	...	...	1	4	0
Paymaster-Lieutenant-Commander "on promotion"	...	...	...	...	...	...	1	10	0
After 3 years	...	...	...	...	...	...	1	12	0
After 6 years	...	...	...	...	...	...	1	14	0
Paymaster-Commander "on promotion"	...	...	...	...	...	...	2	0	0
After 3 years	...	...	...	...	...	...	2	4	0
After 6 years	...	...	...	...	...	...	2	8	0
After 9 years	...	...	...	...	...	...	2	12	0
Paymaster-Captain "on promotion"	...	...	...	...	...	...	2	15	0
After 3 years	...	...	...	...	...	...	3	0	0
After 6 years	...	...	...	...	...	...	3	5	0
After 9 years	...	...	...	...	...	...	3	10	0

<i>Medical Officers*</i>							<i>Rate per Diem.</i>		
<i>Rank.</i>							£	s.	d.
Surgeon-Lieutenant "on entry"	...	...	...	...	...	...	1	10	0
After 3 years	...	...	...	...	...	...	1	12	0
Surgeon-Lieutenant-Commander "on promotion"	...	...	...	...	...	...	1	15	0
After 3 years	...	...	...	...	...	...	1	17	0
Surgeon-Commander "on promotion"	...	...	...	...	...	...	2	5	0
After 3 years	...	...	...	...	...	...	2	9	0
After 6 years	...	...	...	...	...	...	2	13	0
After 9 years	...	...	...	...	...	...	2	17	0
After 12 years	...	...	...	...	...	...	3	0	6
After 15 years	...	...	...	...	...	...	3	4	0
Surgeon-Captain "on promotion"	...	...	...	...	...	...	3	5	0
After 3 years	...	...	...	...	...	...	3	10	0
After 6 years	...	...	...	...	...	...	3	15	0
After 9 years	...	...	...	...	...	...	4	0	0

<i>Dental Officers</i>							<i>Rate per Diem.</i>		
<i>Rank.</i>							£	s.	d.
Surgeon-Lieutenant (D) "on entry"	...	...	...	...	...	...	1	5	0
After 3 years	...	...	...	...	...	...	1	9	0
Surgeon-Lieutenant-Commander (D) "on promotion"	...	...	...	...	...	...	1	15	0
After 3 years	...	...	...	...	...	...	2	0	0
After 6 years	...	...	...	...	...	...	2	3	0
Surgeon-Commander (D) "on promotion"	...	...	...	...	...	...	2	5	0
After 3 years	...	...	...	...	...	...	2	9	0
After 6 years	...	...	...	...	...	...	2	13	0

A Dental Surgeon who is qualified medically shall receive pay under the scale for the Medical Branch.

An officer of the Medical Branch who has his seniority as Surgeon-Commander ante-dated to the date of his attaining 6 years' seniority as Surgeon-Lieutenant-Commander shall not be eligible for increase of pay and allowances until the date of passing the qualifying examination.

\*A Medical Officer whose present rate of pay exceeds the above rate appropriate to his rank and seniority may continue to be credited with the higher rate until he becomes entitled to an increased rate under the above scale.

*Chaplains*

										<i>Rate per Diem.</i>		
										£	s.	d.
Chaplain "on entry"	...	...	...	...	...	...	...	...	...	1	0	0
After 3 years	...	...	...	...	...	...	...	...	...	1	3	0
After 6 years	...	...	...	...	...	...	...	...	...	1	6	0
After 9 years	...	...	...	...	...	...	...	...	...	1	9	0
After 12 years	...	...	...	...	...	...	...	...	...	1	12	0
After 15 years	...	...	...	...	...	...	...	...	...	1	15	0
After 18 years	...	...	...	...	...	...	...	...	...	1	18	0
After 21 years	...	...	...	...	...	...	...	...	...	2	1	0
After 24 years	...	...	...	...	...	...	...	...	...	2	4	0
After 27 years	...	...	...	...	...	...	...	...	...	2	7	0
After 30 years	...	...	...	...	...	...	...	...	...	2	10	0

*Instructor Officers*

										<i>Rate per Diem.</i>		
										£	s.	d.
Instructor-Lieutenant "on entry"	...	...	...	...	...	...	...	...	...	1	1	0
After 3 years	...	...	...	...	...	...	...	...	...	1	4	0
Instructor-Lieutenant-Commander "on promotion"	...	...	...	...	...	...	...	...	...	1	10	0
After 3 years	...	...	...	...	...	...	...	...	...	1	12	0
After 6 years	...	...	...	...	...	...	...	...	...	1	14	0
Instructor-Commander "on promotion"	...	...	...	...	...	...	...	...	...	2	0	0
After 3 years	...	...	...	...	...	...	...	...	...	2	4	0
After 6 years	...	...	...	...	...	...	...	...	...	2	8	0
After 9 years	...	...	...	...	...	...	...	...	...	2	12	0
Instructor-Captain "on promotion"	...	...	...	...	...	...	...	...	...	2	15	0
After 3 years	...	...	...	...	...	...	...	...	...	3	0	0
After 6 years	...	...	...	...	...	...	...	...	...	3	5	0
After 9 years	...	...	...	...	...	...	...	...	...	3	10	0

*Officers of and Promoted from Warrant Rank*

The following daily rates of Active Pay shall apply to officers of and promoted from Warrant Rank ; except those referred to in (a) below.

				Mechanical Branch.	Non-Mechanical Branch.
				<i>Rate per Diem.</i>	<i>Rate per Diem.</i>
				£ s. d.	£ s. d.
Warrant Officer	...	...	...	0 16 0	0 15 0
After 3 years	...	...	...	0 17 0	0 16 0
After 6 years	...	...	...	0 18 0	0 17 0
After 9 years	...	...	...	0 18 6	0 17 6
Commissioned Officer from Warrant Rank	...	...	...	1 1 0	1 0 0
After 3 years	...	...	...	1 3 0	1 2 0
After 6 years	...	...	...	1 4 0	1 3 0
After 9 years	...	...	...	1 6 0	1 5 0
Lieutenant "on promotion"	...	...	...	1 8 0	1 7 0
After 3 years	...	...	...	1 9 0	1 8 0
After 6 years	...	...	...	1 10 0	1 9 0
Lieutenant-Commander	...	...	...	1 12 0	1 11 0
After 3 years	...	...	...	1 16 0	1 15 0
Commander	...	...	...	As for Commander of Branch.	As for Commander of Branch.

(a) The following daily rates of Active Pay shall apply to officers promoted to Mate from Warrant Rank, and to such officers promoted to Lieutenant and Lieutenant-Commander from Mate.

	Mechanical Branch.	Non-Mechanical Branch.
	<i>Rate per Diem.</i> £ s. d.	<i>Rate per Diem.</i> £ s. d.
Lieutenant "on promotion" ... ..	1 5 0	1 2 6
After 4 years ... ..	1 7 0	1 4 0
After 6 years ... ..	1 9 0	1 6 0
Lieutenant-Commander "on promotion" ... ..	1 14 0	1 10 0
After 3 years ... ..	1 16 0	1 12 0
After 6 years ... ..	1 18 0	1 14 0
Commander ... ..	As for Commander of Branch.	As for Commander of Branch.

Any Warrant Officer whose total emoluments as a rating, on the date immediately preceding his promotion to Warrant Rank, exceeded the amount to which he would be entitled as a Warrant Officer, may, on the approval of the Naval Board, be paid a special rate of pay. Such cases shall be dealt with in accordance with the conditions governing similar cases in the Royal Navy.

The Mechanical Branch shall include the ranks of Warrant Engineer, Commissioned Engineer, Warrant Mechanician, Commissioned Mechanician, Warrant Shipwright, Commissioned Shipwright, Warrant Electrician, Commissioned Electrician, Warrant Ordnance Officer, Commissioned Ordnance Officer and Officers promoted to Lieutenant and Lieutenant Commander from the foregoing ranks.

The Non-Mechanical Branch shall include the ranks of Gunner, Commissioned Gunner, Gunner (T), Commissioned Gunner (T), Boatswain, Commissioned Boatswain, Signal Boatswain, Commissioned Signal Boatswain, Warrant Telegraphist, Commissioned Telegraphist, Warrant Wardmaster, Commissioned Wardmaster, Warrant Master-at-Arms, Commissioned Master-at-Arms, Warrant Writer, Commissioned Writer, Warrant Supply Officer, Commissioned Supply Officer, Warrant Cook, Commissioned Cook, Warrant Seward, Commissioned Steward, Warrant Bandmaster, Commissioned Bandmaster and Officers promoted to Lieutenant and Lieutenant-Commander from the foregoing ranks.

#### *Schoolmasters*

The following daily rates of Active Pay shall apply to officers serving in the Schoolmaster Branch:—

	<i>Rate per Diem.</i> £ s. d.
Schoolmaster Candidate ... ..	0 12 0
Probationary Schoolmaster ... ..	0 12 6
Schoolmaster (Warrant Officer) after 1 year from entry, or on confirmation, if later ... ..	0 13 0
After 2 years from entry ... ..	0 13 6
And thence by annual increments of 6d. per day to ...	1 5 0*
Senior Master—	
Officers at present serving in such rank—	
On promotion ... ..	1 3 0
And thence by annual increments of 6d. per day to ...	1 8 0
Head Master (Lieutenant)—	
On promotion ... ..	1 8 0
After 3 years ... ..	1 9 0
After 6 years ... ..	1 10 0
Head Master (Lieutenant-Commander)—	
On promotion ... ..	1 12 0
After 3 years ... ..	1 16 0

\* Provided that increase in pay beyond 17s. per day shall be subject to promotion to Commissioned Officer from Warrant Rank.

## PART II.—ALLOWANCES (OFFICERS)

1. *Lodging Allowance*.—Payable, subject to approval of H.M.A. London Depôt, when not provided with Service accommodation on board or quarters on shore.

					<i>Rate per Diem.</i>		
					<i>s.</i>	<i>d.</i>	
Captain and higher Rank...	...	...	...	...	...	6	6
Commander ...	...	...	...	...	...	5	6
Lieutenant-Commander ...	...	...	...	...	...	5	3
Other Commissioned Officers ...	...	...	...	...	...	4	0
Midshipman ...	...	...	...	...	...	3	0
Commissioned Officer from Warrant Rank	...	...	...	...	...	4	0
Warrant Officer ...	...	...	...	...	...		

In cases where Lodging Allowance is paid owing to quarters not being available and the officer resides at his own home, the rates of Lodging Allowance shall be the foregoing rates, less the amount of Married Allowance, if any, drawn.

Officers in receipt of Lodging Allowance are not to be credited with same when on leave for periods exceeding four days.

*Lodging Allowance—Annual Rate*.—Officers (Sea-going) of the Royal Australian Navy who are appointed to positions on shore, and are not provided with accommodation, shall be paid Lodging Allowance at the following rates, provided that, where the period of service ashore does not exceed one month, officers shall be paid the difference between the daily and annual rates of Lodging Allowance prescribed in this clause :—

<i>Rank or Relative Rank.</i>					<i>Rate per Annum.</i>		
					<i>£</i>	<i>s.</i>	<i>d.</i>
Captain and higher Rank ...	...	...	...	...	100	0	0
Commander ...	...	...	...	...	90	0	0
Lieutenant-Commander ...	...	...	...	...	80	0	0
All other Commissioned Officers and Commissioned Officers from Warrant Rank and Warrant Officers ...	...	...	...	...	70	0	0

*Chaplains—*

Under 6 years' seniority—as for Lieutenant.

Of and over 6 years' seniority—as for Lieutenant-Commander.

Of and over 14 years' seniority—as for Commander.

Payment of Lodging Allowance at the annual rate shall continue to be made when an officer proceeds on recreation leave, or on sick leave, provided the officer is not accommodated in hospital.

Payment of Lodging Allowance at the annual rate shall also continue to be made :—

- (a) For the first seven days whilst an officer is accommodated in hospital ;
- (b) For the first seven days only when temporarily absent from headquarters and travelling allowance is drawn ;

provided, always, that the lodgings are retained and paid for during the period.

In calculating Lodging Allowance at the annual rate, the amount payable should be ascertained by multiplying the annual rate by the number of days in the period of calculation and dividing the result by 365.

2. *Difference of Mess Subscription*.—Officers required to mess in the ward room are to be allowed difference of mess subscription as follows :—

Gun Room Officers ... 9d. per diem

Warrant Officers from 11th September, 1936 ... 1s. 0d. „

for the full number of days during which ward room subscription is paid.

3. *Provision Allowance*.—When rations in kind are not supplied during periods of duty, and members are required to victual themselves from other than Service sources, an allowance at the rate of 2s. 7d. per diem shall be paid.

4. *Leave Allowance*.—When rations in kind are not supplied during periods on leave exceeding 48 hours, a Leave Allowance at the rate of 2s. 7d. per diem shall be paid in lieu of rations, except in the case of Midshipmen (E) serving at R.N.E. College, Keyham, to whom the rate of 5s. 0d. per diem is payable.

5. *Victualling*.—Officers serving in H.M. ships and establishments are to be victualled in the same manner as officers of the R.N., but when not victualled, Provision or Leave Allowance is to be paid at the rates and subject to the conditions laid down above.

6. *Marriage Allowance*.—On production to H.M.A., London Depôt, of satisfactory evidence of marriage and of the birth of any children, an allowance may be paid in accordance with the scales set out hereunder :—

*Scale 1.—Warrant Officers and Officers promoted therefrom (other than Schoolmasters)*

Rank.	Married Members.			Widowers.	
	Wife only.	Wife and 1 Child.	Wife and 2 or more Children.	1 Child.	2 or more Children.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
<i>Warrant Officers.</i>					
Under 6 years' seniority ...	2 6	3 3	4 0	1 9	2 6
Of 6 years' seniority and over ...	2 6	3 3	3 3	1 9	1 9
<i>Commissioned Officers from Warrant Rank.</i>					
Under 3 years' seniority ...	2 0	2 0	2 0	Nil	Nil
Of 3 years and under 9 years' seniority ...	1 0	1 0	1 0	Nil	Nil

*Scale 2.—Schoolmasters*

	Married Members.			Widowers.	
	Wife only.	Wife and 1 Child.	Wife and 2 or more Children.	1 Child.	2 or more Children.
	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>	<i>s. d.</i>
<i>Schoolmaster.</i>					
Under 6 years' service from entry	2 6	3 3	4 0	1 9	2 6
Of 6 and under 7 years' service...	2 6	3 3	3 6	1 9	2 0
" 7 " " 15 " " ...	2 6	3 3	3 3	1 9	1 9
" 15 " " 16 " " ...	2 0	2 9	2 9	1 3	1 3
" 16 " " 17 " " ...	2 0	2 3	2 3	0 9	0 9
" 17 " " 18 " " ...	2 0	2 0	2 0	0 6	0 6
" 18 " " 19 " " ...	1 6	1 6	1 6	Nil	Nil
" 19 " " 24 " " ...	1 0	1 0	1 0	Nil	Nil
" 24 " " 25 " " ...	0 6	0 6	0 6	Nil	Nil
<i>Senior Master.</i>					
Under 3 years' seniority or 18 years' service from entry, whichever is earlier ...	2 0	2 0	2 0	Nil	Nil
Of 3 and under 4 years' seniority or 18 but under 19 years' service, whichever is earlier ...	1 6	1 6	1 6	Nil	Nil
Of 4 and under 9 years' seniority or 19 but under 24 years' service, whichever is earlier ...	1 0	1 0	1 0	Nil	Nil
Of 9 and under 10 years' seniority or 24 but under 25 years' service, whichever is earlier ...	0 6	0 6	0 6	Nil	Nil





<i>Telegraphist Branch</i>										<i>Per Diem.</i>	
										<i>s.</i>	<i>d.</i>
Ordinary Telegraphist, 2nd Class (under 17 years)	...	...	...	...	...	...	...	...	...	1	9
Ordinary Telegraphist, 2nd Class (over 17 years)	...	...	...	...	...	...	...	...	...	2	6(a)
Ordinary Telegraphist " " " "	...	...	...	...	...	...	...	...	...	2	0(b)
Telegraphist " " " "	...	...	...	...	...	...	...	...	...	5	0(a)
Telegraphist " " " "	...	...	...	...	...	...	...	...	...	4	0(b)
Telegraphist " " " "	...	...	...	...	...	...	...	...	...	7	3
After 3 years' man's time	...	...	...	...	...	...	...	...	...	7	5
After 6 years' man's time	...	...	...	...	...	...	...	...	...	7	7
Leading Telegraphist ...	...	...	...	...	...	...	...	...	...	8	6
After 1 year's service as such if passed for Petty Officer Telegraphist or for higher standard or after 3 years in any case	...	...	...	...	...	...	...	...	...	8	8
Petty Officer Telegraphist ...	...	...	...	...	...	...	...	...	...	10	0
After 3 years' service as such	...	...	...	...	...	...	...	...	...	10	4
After 6 years' service as such	...	...	...	...	...	...	...	...	...	10	8
Chief Petty Officer Telegraphist	...	...	...	...	...	...	...	...	...	11	0
After 3 years' service as such	...	...	...	...	...	...	...	...	...	11	6*

<i>Stoker Branch</i>										<i>Per Diem.</i>	
										<i>s.</i>	<i>d.</i>
Stoker :—											
3rd Class ...	...	...	...	...	...	...	...	...	...	2	6(a)
" " ...	...	...	...	...	...	...	...	...	...	2	0(b)
2nd Class ...	...	...	...	...	...	...	...	...	...	5	6(a)
" " ...	...	...	...	...	...	...	...	...	...	4	6(b)
1st Class ...	...	...	...	...	...	...	...	...	...	7	6
After 3 years' man's time	...	...	...	...	...	...	...	...	...	7	8
After 6 years' man's time	...	...	...	...	...	...	...	...	...	7	10
Acting Leading Stoker ...	...	...	...	...	...	...	...	...	...	8	6
Leading Stoker ...	...	...	...	...	...	...	...	...	...	8	6
After 3 years' service as such	...	...	...	...	...	...	...	...	...	8	8
Stoker Petty Officer ...	...	...	...	...	...	...	...	...	...	10	0
After 3 years' service as such if in possession of stokehold certificate	...	...	...	...	...	...	...	...	...	10	4
After 6 years' service as such if in possession of stokehold certificate	...	...	...	...	...	...	...	...	...	10	8
Chief Stoker ...	...	...	...	...	...	...	...	...	...	11	0
After 3 years' service as such	...	...	...	...	...	...	...	...	...	11	6*

<i>Mechanicians</i>										<i>Per Diem.</i>	
										<i>s.</i>	<i>d.</i>
Ratings who qualify for Mechanician after 30th June, 1932 :—											
Mechanician, 2nd Class ...	...	...	...	...	...	...	...	...	...	10	6
Mechanician, 1st Class ...	...	...	...	...	...	...	...	...	...	11	0
After 2 years' service as such	...	...	...	...	...	...	...	...	...	11	6
After 5 years' service as such	...	...	...	...	...	...	...	...	...	12	0
After 8 years' service as such	...	...	...	...	...	...	...	...	...	12	6
After 11 years' service as such	...	...	...	...	...	...	...	...	...	13	0
Ratings who qualified for Mechanician prior to 1st July, 1932 :—											
Mechanician ...	...	...	...	...	...	...	...	...	...	11	0
After 3 years' service as such	...	...	...	...	...	...	...	...	...	11	6
After 6 years' service as such	...	...	...	...	...	...	...	...	...	12	0
After 9 years' service as such	...	...	...	...	...	...	...	...	...	12	6
After 12 years' service as such	...	...	...	...	...	...	...	...	...	13	0
Chief Mechanician :—											
2nd Class ...	...	...	...	...	...	...	...	...	...	13	6
1st Class ...	...	...	...	...	...	...	...	...	...	14	6

\* With subsequent triennial increments of 6d. per diem.

(a) Applicable to ratings entered prior to 27th September, 1935.

(b) " " " " subsequently to 28th September, 1935.

*Artificer Branch**Per Diem**s. d.***Engine Room Artificer, Electrical Artificer and Ordnance Artificer :—**

5th Class ... ..	9	3
Acting, 4th Class ... ..	11	6
4th Class ... ..	11	6
3rd Class ... ..	12	0
2nd Class ... ..	12	6
1st Class ... ..	13	0
Chief :—		
2nd Class ... ..	13	6
1st Class ... ..	14	6

*Shipwrights**Per Diem.**s. d.***Shipwright :—**

5th Class ... ..	9	3
4th Class ... ..	11	6
3rd Class ... ..	12	0
2nd Class ... ..	12	6
1st Class ... ..	13	0
Chief Shipwright :—		
2nd Class ... ..	13	6
1st Class ... ..	14	6

*Artisan Branch**Per Diem.**s. d.***Blacksmith :—**

5th Class ... ..	8	3
4th Class ... ..	9	11
3rd Class ... ..	10	6
2nd Class ... ..	10	10
1st Class ... ..	11	2
After 3 years' service as such ... ..	11	6
Chief Blacksmith ... ..	12	0
After 3 years' service as such ... ..	12	6
After 6 years' service as such ... ..	13	0
Plumber, Joiner, Dental Mechanic, and Painter :—		
5th Class ... ..	8	0
4th Class ... ..	9	8
3rd Class ... ..	10	3
2nd Class ... ..	10	7
1st Class ... ..	10	11
After 3 years' service as such ... ..	11	3
Chief Plumber, Chief Joiner, Chief Dental Mechanic, and Chief Painter :—	11	9
After 3 years' service as such ... ..	12	3
After 6 years' service as such ... ..	12	9

*Sailmakers**Per Diem.**s. d.*

Sailmaker's Mate ... ..	8	6
After 3 years' service as such ... ..	8	8
Sailmaker ... ..	10	0
After 3 years' service as such ... ..	10	4
After 6 years' service as such ... ..	10	8
Chief Sailmaker ... ..	11	0
After 3 years' service as such ... ..	11	6*

\* With subsequent triennial increments of 6d. per diem.

<i>Sick-Berth Staff</i>								<i>Per Diem.</i>	
								<i>s.</i>	<i>d.</i>
Sick Berth Attendant Probationer, 2nd Class	...	...	...	...	...	...	...	2	0
Sick Berth Attendant Probationer	...	...	...	...	...	...	...	5	6(a)
" " " "	...	...	...	...	...	...	...	4	0(b)
Sick Berth Attendant	...	...	...	...	...	...	...	7	3
After 3 years' service as such if passed for Leading Sick Berth Attendant	...	...	...	...	...	...	...	7	5
After 6 years' service as such if passed for Leading Sick Berth Attendant	...	...	...	...	...	...	...	7	7
Leading Sick Berth Attendant	...	...	...	...	...	...	...	8	6
After 3 years' service as such if passed for Sick Berth Petty Officer	...	...	...	...	...	...	...	8	8
Sick Berth Petty Officer	...	...	...	...	...	...	...	10	0
After 3 years' service as such	...	...	...	...	...	...	...	10	4
After 6 years' service as such	...	...	...	...	...	...	...	10	8
Sick Berth Chief Petty Officer	...	...	...	...	...	...	...	11	0
After 3 years' service as such	...	...	...	...	...	...	...	11	6*

<i>Writer Branch</i>								<i>Per Diem.</i>	
								<i>s.</i>	<i>d.</i>
Writer Probationer, 2nd Class	...	...	...	...	...	...	...	2	6(a)
" " " "	...	...	...	...	...	...	...	2	0(b)
Writer Probationer	...	...	...	...	...	...	...	5	6(a)
" " " "	...	...	...	...	...	...	...	4	6(b)
Writer	...	...	...	...	...	...	...	7	6
After 3 years' man's time in Writer Branch	...	...	...	...	...	...	...	7	8
After 6 years' man's time in Writer Branch	...	...	...	...	...	...	...	7	10
Leading Writer if serving in Writer Branch at 30th April, 1933	...	...	...	...	...	...	...	9	0
Leading Writer entered or re-entered in, or transferred to, Writer Branch subsequent to 30th April, 1933	...	...	...	...	...	...	...	8	9
After 3 years' as such if passed for Petty Officer Writer	...	...	...	...	...	...	...	8	11
Petty Officer Writer	...	...	...	...	...	...	...	10	3
After 3 years' service as such	...	...	...	...	...	...	...	10	7
After 6 years' service as such	...	...	...	...	...	...	...	10	11
Chief Petty Officer Writer	...	...	...	...	...	...	...	11	3
After 3 years' service as such	...	...	...	...	...	...	...	11	9*

<i>Supply Branch</i>								<i>Per Diem.</i>	
								<i>s.</i>	<i>d.</i>
Supply Probationer, 2nd Class	...	...	...	...	...	...	...	2	6(a)
" " " "	...	...	...	...	...	...	...	2	0(b)
Supply Probationer	...	...	...	...	...	...	...	5	6(a)
" " " "	...	...	...	...	...	...	...	4	6(b)
Supply Assistant	...	...	...	...	...	...	...	7	6
After 3 years' man's time in Supply Branch	...	...	...	...	...	...	...	7	8
After 6 years' man's time in Supply Branch	...	...	...	...	...	...	...	7	10
Leading Supply Assistant	...	...	...	...	...	...	...	8	9
After 3 years' as such if passed for Supply Petty Officer	...	...	...	...	...	...	...	8	11
Supply Petty Officer	...	...	...	...	...	...	...	10	3
After 3 years' service as such	...	...	...	...	...	...	...	10	7
After 6 years' service as such	...	...	...	...	...	...	...	10	11
Supply Chief Petty Officer	...	...	...	...	...	...	...	11	3
After 3 years' service as such	...	...	...	...	...	...	...	11	9*

\* With subsequent triennial increments of 6d. per diem.

(a) Applicable to ratings entered prior to 27th September, 1935.

(b) " " " " subsequently to 26th September, 1935.

	Cooks	Per Diem.
		s. d.
Assistant Cook, 2nd Class ... ..	... ..	2 6(a)
" " " " ... ..	... ..	2 0(b)
Assistant Cook ... ..	... ..	5 6(a)
" " " " ... ..	... ..	4 0(b)
Cook ... ..	... ..	7 6
After 3 years' man's time ... ..	... ..	7 8
After 6 years' man's time ... ..	... ..	7 10
Leading Cook ... ..	... ..	8 6
After 3 years' service as such ... ..	... ..	8 8
Petty Officer Cook ... ..	... ..	10 0
After 3 years' service as such ... ..	... ..	10 4
After 6 years' service as such ... ..	... ..	10 8
Chief Petty Officer Cook ... ..	... ..	11 0
After 3 years' service as such ... ..	... ..	11 6*

<i>Butchers</i>										<i>Per Diem.</i>	
										<i>s.</i>	<i>d.</i>
Butcher	...	...	...	...	...	...	...	...	...	7	3
Leading Butcher	...	...	...	...	...	...	...	...	...	8	6
Petty Officer Butcher	...	...	...	...	...	...	...	...	...	10	0
After 3 years' service as such, if recommended						...	...	...	...	10	4
After 6 years' service as such, if recommended						...	...	...	...	10	8
Chief Petty Officer Butcher	...	...	...	...	...	...	...	...	...	11	0
After 3 years' service as such						...	...	...	...	11	6*

	<i>Regulating Branch</i>							<i>Per Diem.</i>	
								<i>s.</i>	<i>d.</i>
Regulating Petty Officer ... ..	...	...	...	...	...	...	...	10	6
After 3 years' service as such	...	...	...	...	...	...	...	10	10
After 6 years' service as such	...	...	...	...	...	...	...	11	2
Master-at-Arms ... ..	...	...	...	...	...	...	...	11	6
After 3 years' service as such	...	...	...	...	...	...	...	12	0†

[illegible]

\* With subsequent triennial increments of 6*d.* per diem.

† With subsequent triennial increments of 6*d.* per diem up to 12 years inclusive.

(a) Applicable to ratings entered prior to 27th September, 1935.

(b) " " " " subsequently to 26th September, 1935.

	<i>Band</i>	<i>Per Diem.</i>	
		<i>s.</i>	<i>d.</i>
Bandsman, 2nd Class ... ..		2	0
Bandsman ... ..		7	0
After award of Efficiency Certificate ... ..		7	5
After 3 year's man's time ... ..		7	7
After 6 years' man's time ... ..		7	10
After 9 years' man's time ... ..		8	1
After 12 years' man's time ... ..		8	4
Band Corporal ... ..		8	5
After 3 years' service as such ... ..		8	7
Bandmaster ... ..		9	8
After 3 years' service as such ... ..		9	10
After 6 years' service as such ... ..		10	0
Chief Bandmaster ... ..		10	8
After 3 years' service as such ... ..		11	2
After 6 years' service as such ... ..		11	8*

	<i>Printers</i>	<i>Per Diem</i>	
		<i>s.</i>	<i>d.</i>
Leading Printer ... ..		8	6
After 3 years' service as such ... ..		8	8
Petty Officer Printer ... ..		10	0
After 3 years' service as such ... ..		10	4
After 6 years' service as such ... ..		10	8
Chief Petty Officer Printer ... ..		11	0
After 3 years' service as such ... ..		11	6*

\* With subsequent triennial increments of 6d. per diem.

#### PART IV.—NON-SUBSTANTIVE PAY AND ALLOWANCES.— RATINGS.

1. The non-substantive rates of pay and allowances of ratings are generally payable under similar conditions to those of R.N. ratings.

2. *Lodging allowance*, when not provided with accommodation :—

		<i>Per Diem.</i>	
		<i>s.</i>	<i>d.</i>
Chief Petty Officer ... ..		2	6
Petty Officer ... ..		2	0
Other ratings ... ..		1	6

Men in receipt of Lodging Allowance are not to be credited with same when on leave for periods exceeding four days.

3. *Provision Allowance*, when not victualled :—

		<i>Per Diem.</i>	
		<i>s.</i>	<i>d.</i>
All ratings ... ..		2	7

4. *Ration Allowance*, when checked to leave for periods over 48 hours :—

		<i>Per Diem.</i>	
		<i>s.</i>	<i>d.</i>
All ratings ... ..		2	7

5. *Victualling*.—Ratings serving in H.M. ships and establishments are to be victualled in the same manner as ratings of the R.N., but when not victualled Provision or Ration Allowance is to be paid at the rates and subject to the conditions laid down above. Grog money at R.N. rates should be credited on ledger to ratings who do not receive the spirit ration.

6. *Kit Upkeep Allowance*.—The following rates of Kit Upkeep Allowance are payable to R.A.N. ratings :—

- |   |        |                |
|---|--------|----------------|
| (a) C.P.Os. and P.Os. wearing the special uniform of that rating, viz., Class III dress with gilt buttons and Pattern 49 cap badges | ... .. | 7½d. per diem. |
| (b) Men dressed as Class II   | ... .. | 6½d. „         |
| (c) Men dressed as Class III  | ... .. | 7d. „          |
| (d) All Band ratings  | ... .. | 7d. „          |

These rates of Kit Upkeep Allowance are subject to alteration from time to time. Half-pennies should not appear in the total amount of Kit Upkeep Allowance credited on the ledger. Where an odd number of days is involved, either on transfer to another ship, in preparation of final settlement of account, or in the case of a full quarter's credit, the rating is to be credited with an additional half-penny, no adjustment being required in the next account.

#### *Outfit Gratuities*

	£	s.	d.
7. (a) Petty Officers dressed as Seamen on promotion to C.P.O. ... ..	13	15	0
(b) Petty Officers with one year's service as such, on change of uniform from Class II to Class III...	12	0	0
(c) Other men or boys on transfer to ratings for which a change of uniform to Class III is required ...	11	5	0
(d) Men or boys on transfer to ratings for which a change of uniform to Class II is required ...	9	0	0

#### *Marriage Allowance*

8. On production to H.M.A. London Dépôt of satisfactory evidence of Marriage, Allowance shall be payable to ratings as under, except that personnel who enter or re-enter on or after 27th September, 1935, shall not become eligible for Marriage Allowance until attaining the age of 23 years :—

	Per Diem.
	s. d.
For wife only ... ..	2 0
<i>Children under the age of 16 years :—</i>	
For wife and 1 child ... ..	2 9
For wife and 2 children ... ..	3 6
For wife and 3 children ... ..	4 3
For wife and 4 children ... ..	5 0
For wife and 5 children ... ..	5 9
For wife and 6 children or more ... ..	6 6

The following conditions shall govern the payment of Marriage Allowance :—

- (a) In the case of a Chief Petty Officer, Petty Officer, or man, an allotment must be declared in favour of his wife of at least one-half of his active pay (excluding allowances) plus the full amount of the Marriage Allowance.
- (b) Marriage Allowance may be paid to widowers with children under the age of 16 years in accordance with the following scale, subject to an allotment being declared in favour of a guardian of one-quarter of active pay (excluding allowances) plus the full amount of Marriage Allowance :—

	Per Diem.
	s. d.
One child ... ..	1 9
Two children ... ..	2 6
Three children ... ..	3 3
Four children ... ..	4 0
Five children ... ..	4 9
Six children or more ... ..	5 6

(A.F.Os. 1212/35 and 1823/37.)

(K.R. and A.I., Article 1756 and App. X.)

**\*2878.—Zones of Promotion**

(C.W. 10451/36.—3.12.1936.)

The zones of promotion for the half-yearly selections will be as follows until further orders:

*Executive Officers.*

To Captain: 4 to 8 years seniority as Commander.

To Commander:

*For promotion on 31st December, 1936.*

3 to 7 years seniority as Lieutenant-Commander.

*For promotion on 30th June, 1937.*

3 to 7½ years seniority as Lieutenant-Commander.

*For promotion on 31st December, 1937, and thereafter.*

3 to 8 years seniority as Lieutenant-Commander.

*Engineer Officers.*

To Engineer Captain and Captain (E):

*For promotion on 31st December, 1936.*

8 to 11½ years seniority as Engineer-Commander or Commander (E).

*For promotion on 30th June, 1937, and thereafter.*

8 to 12 years seniority as Engineer-Commander or Commander (E).

To Engineer-Commander and Commander (E):

2½ years seniority and over as Engineer Lieutenant-Commander or Lieutenant-Commander (E).

*Medical Officers.*

To Surgeon-Captain:

8 years seniority and over as Surgeon-Commander.

*Dental Officers.*

To Surgeon-Captain (D):

No zone will be fixed at present.

To Surgeon-Commander (D):

From 6 years seniority as Surgeon Lieutenant-Commander (D).  
but no upper limit will be imposed for the time being.

*Accountant Officers.*

To Paymaster-Captain:

8 years seniority and over as Paymaster-Commander.

To Paymaster-Commander:

6 years seniority and over as Paymaster Lieutenant-Commander.

2. The seniorities mentioned in this Order are those attained on the dates of selection for promotion, viz., 30th June and 31st December in each year.

**\*2882.—Re-engagement of Ratings after completing Time for Pension**

(N. 5498/36.—3.12.1936.)

Their Lordships desire to emphasise the need of the Royal Navy for the services of men in certain branches and ratings (especially the Artificer branches), belonging to the categories referred to in A.F.O. 2286/36.

2. These ratings are mainly required in order to maintain an adequate proportion of experienced men among the numerous newly-trained ratings and new entries who will form a large part of the total strength of the Fleet during the period of expansion. They are also required as instructors to deal with the abnormal numbers of new entries. Further, the shortage of skilled artificers makes it very desirable to retain the services of those who have already naval experience and training.

3. The terms offered in A.F.O. 2286/36 are generous, as men may draw the Special Engagement Bonus and their Long Service pension in addition to their full Service pay and allowances (including the increased rate of Marriage Allowance) on the 1925 scale.

4. All ratings who are nearing completion of time for pension are advised to study the terms of A.F.O. 2286/36 carefully before deciding to take their discharge as, although re-entries and re-engagements after completing time for pension have been temporarily suspended in certain ratings in which requirements have been met for the time being, it is expected that, with further expansion, additional vacancies will arise.

5. The position of these men on their final discharge as regards vocational training will be specially investigated, with a view to special arrangements being made for them if possible.

6. The possible effect of these re-engagements on the prospects of advancement of men serving under the ordinary engagements is receiving constant attention, and Their Lordships wish to repeat the assurance given in A.F.O. 1468/36 that the interest of the latter class will be safeguarded.

7. The stipulation that men re-engaged under A.F.O. 2286/36 shall be available for draft to sea and foreign service does not mean that they will inevitably be drafted to sea for the whole of their period of further service, but merely that they must take their turn with the remainder. Otherwise the proportion of home service available to other ratings would be unfairly restricted.

8. The following are the ratings and branches in which re-engagements are at present specially desired :—

Engine Room Artificers (all grades, including Chief).  
 Ordnance Artificers (all grades, including Chief).  
 Electrical Artificers (all grades, including Chief).  
 Shipwrights (all grades including Chief).  
 Leading Rates and below in the Seaman and Stoker branches.

9. Commanding Officers are to make arrangements for this Order to be brought to the special notice of all men concerned.

(*A.F.Os. 1468/36 and 2286/36.*)

## **2981.—Form S.380—Navigating Officers' Remark Book— Abolition**

(*M. 5752/36.—10.12.1936.*)

Form S.380—Navigating Officers' Remark Book—has been abolished.

2. The attention of officers is drawn to the necessity for continuing to forward to the Hydrographer of the Navy, in accordance with King's Regulations and Admiralty Instructions, Article 1230, all information which may be of value for the correction of the charts and publications of the Hydrographic Department.

3. Hydrographical information of an immediately urgent nature should be sent by W/T or L/T and confirmed by Hydrographical Note (Form S.378) as soon as possible.

4. Commanding Officers of ships employed on special service such as trooping, long passages, or cruises to unfrequented places, are to forward with their Letters of Proceedings, King's Regulations and Admiralty Instructions, Article 1132, a Hydrographical Report (Copy to the Hydrographer) in which information likely to be of interest or value to the Hydrographer, and which has not already been reported on Form S.378, is to be given.



5. The new Admiralty Navigation Manual will contain instructions regarding the type of information required, the methods to be employed in obtaining it, and the form in which it should be rendered.

6. All Remark Books (S.380) now current are to be closed and forwarded to the Hydrographer.

7. The necessary amendments to K.R. and A.I. will be promulgated.

*(K.R. and A.I., Arts. 1132, 1200 and 1210.)*

## **2983.—Watchkeeping Certificates—Award to R.N.V.R. Officers**

(C.W. 9689/36.—10.12.1936.)

With reference to King's Regulations and Admiralty Instructions, Article 261, paragraph 2 (a), attention is called to the fact that a Watchkeeping Certificate when awarded to a R.N.V.R. officer means nothing less than that the officer is capable of taking charge of the watch at sea in any ship of H.M. Fleet under all conditions.

A single period of less than 6 months' training does not afford sufficient opportunity to any Commanding Officer to gain the knowledge of an officer's capabilities required for the award of a Watchkeeping Certificate without having regard to his former service.

2. In future, on all occasions of rendering the report on R.N.V.R. Executive Officers—Form S.206R—remarks on the officer's capabilities as Officer of the Watch at sea should be made, and, if the Commanding Officer considers it desirable, he may recommend him thereon as "suitable for Watchkeeping Certificate." When an officer has received two of these recommendations, arrangements will be made for him to be sent, on the next occasion of training, to a ship commanded by a Captain, R.N., who will be informed that the officer may be awarded a watchkeeping certificate if found competent.

3. This Order is not applicable to R.N.V.R. officers serving as part complement in the Fleet in time of war or emergency, or for a period of 6 months' continuous training, when a watchkeeping certificate may be awarded as for an officer, R.N., provided the Captain is confident that it is merited in its full sense.

*(K.R. and A.I., Art. 601, Clause 6.)*

## **\*2984.—Royal Naval Volunteer Supplementary Reserve**

(C.W. 11605/36.—10.12.1936.)

The following particulars of the newly-formed Royal Naval Volunteer Supplementary Reserve, which is administered by the Admiral Commanding Reserves, are promulgated for information.

2. *Object.*—The object of the R.N.V.S.R. is to maintain in time of peace a list of gentlemen who are interested in yachting and similar pursuits and who, though ineligible through age, place of residence or lack of time to join the R.N.V.R., are desirous of being earmarked for training for commissions as Executive Officers in the R.N.V.R. in the event of war.

3. *Qualifications*.—Candidates for the R.N.V.S.R. must possess the following qualifications:—

- (i) *Age*.—18 to 39 inclusive on enrolment.
- (ii) *Birth*.—No applicant will be enrolled unless he is of pure European descent, and the son of either natural-born or naturalised British parents. In cases of doubtful nationality the burden of clear proof will rest upon the candidate (the parent or guardian of candidates under the age of 21). Candidates who possess a foreign, as well as British nationality, may, in certain cases, be regarded as ineligible for entry.
- (iii) *Physical Standard*.—As for R.N.V.R. Executive Officers on entry, except that the standard of eyesight may be relaxed to 6/12, 6/18.

Candidates must not be members of any other reserve of the Royal Navy, Army or Royal Air Force.

4. *Terms of Service*.—Members of the R.N.V.S.R. will be required, in consideration of being so earmarked, to undertake, in writing, to report to the R.N.V.R. Divisions to which they are affiliated on receiving a calling up notice on or after mobilisation when, provided that they are found to be medically fit, they will be granted temporary probationary commissions as Sub-Lieutenants, R.N.V.R. (or be entered as temporary probationary Midshipmen, R.N.V.R., if under the age of 21).

They will then undergo an intensive course of training before being drafted to active service.

5. *Enrolment*.—Candidates should apply to the Commanding Officer of one of the R.N.V.R. Divisions, shown in Appendix F of the R.N.V.R. Regulations, for interview. If considered suitable after interview, they will be required to undergo a medical examination before enrolment.

6. *Travelling Expenses*.—Travelling expenses in connection with interviews of medical examination cannot be repaid.

7. *Affiliation to R.N.V.R. Divisions*.—On enrolment, members will be affiliated to one of the above R.N.V.R. Divisions according to the area in which they reside or desire.

Members will be required to keep the Commanding Officer of their Division informed of all changes of address in order that Commanding Officers may despatch calling up notices in the event of mobilisation.

8. *Pay and Allowances*.—No pay, allowances or retainers of any kind will be granted in time of peace.

On being called up, members will be granted an allowance for purchase of uniform and will receive the pay and allowances applicable to Sub-Lieutenants (or Midshipmen) of the regular R.N.V.R.

9. *Rank, Promotion, etc.*—Members will hold no rank in time of peace and will not be entitled to wear uniform, but on being called up members will be eligible for promotion and grant of acting higher rank under the same regulations as may be applicable to officers of the R.N.V.R. Seniority in the R.N.V.R. will be granted from the date of mobilisation, relative seniority between individual officers depending on date of enrolment in the R.N.V.S.R.

10. *Withdrawal from Reserve*.—Members may withdraw from the Reserve at any time except during periods of national emergency or on the outbreak of war.

Members will otherwise be removed from the Reserve on attaining the age of 50, but an extension may be granted in exceptional cases at the discretion of the Admiral Commanding Reserves on the recommendation of the Commanding Officer of the Division.

## 2985.—Electrical Artificers and Ordnance Artificers, 5th Class (ex-Apprentices)—Drafting of

(P.M. 3843/36.—10.12.1936.)

The shortage of both Electrical Artificers and Ordnance Artificers and the accelerated demand for these artificers consequent on expansion, have resulted in the depôts experiencing difficulty in meeting commitments.

2. In order to relieve the situation it has been decided to raise the restriction on drafting Electrical Artificers and Ordnance Artificers, 5th class (ex-apprentices), as follows :—

### *Electrical Artificers*

In the absence of sufficient trained ratings, E.A.'s, 5th class (ex-apprentices) are to be drafted as part complement, instead of supernumerary as at present.

### *Ordnance Artificers*

O.A.'s, 5th class (ex-apprentices) are to be restricted in complement according to the following scale :—

In ships carrying 3 or less O.A.'s	...	no O.A., 5th class.
In ships carrying 4 to 8 O.A.'s	...	not more than 1 O.A., 5th class.
In ships carrying 9 or more O.A.'s	...	not more than 2 O.A.'s, 5th class.

3. Care should be taken to avoid drafting an unduly large proportion of junior ratings to individual ships.

(B.R.14—Drafting Regulations, Art. 61, paragraphs 1 and 2, and Art. 62, paragraph 1.)

## \*3023.—Advancement to Acting Leading Stoker

(N. 4544/36.—17.12.1936.)

The rule that two years must elapse after failure at the Leading Stoker Course before a Stoker can again be recommended for advancement to Acting Leading Stoker applies only to failures after the 6th August, 1936, the date when the rule was promulgated. Stokers who failed before the 7th August, 1936, and have not failed since, will continue to be eligible for recommendation for advancement as before.

(K.R. and A.I., Appendix XVII, Part 1, No. 37.)

## 3028.—Royal Naval Reservists entered in the Royal Navy—Application for Award of R.N.R. Gratuities

(P.M./N. 3039.—17.12.1936.)

Royal Naval Reserve Gratuities becoming due to ex-Royal Naval Reservists serving in the R.N. under temporary non-continuous service engagement S.56X will be awarded as though the men were still in the Reserve. As the time of the award of the gratuity approaches, Commanding Officers, H.M. ships, are to apply to the Registrar-General of Shipping and Seamen, Tower Hill, E.C.3, for the necessary form of application for gratuity (R.V.36a) to be furnished, completed in respect of details of R.N.R. service, etc.

2. In the event of R.N.R. men being invalided when so serving, they will be eligible for the award of proportionate gratuities in respect of their combined Reserve and Naval Service. Form D.145 (Report of Medical Survey) should be rendered to the Admiralty in the usual manner as for ratings of the R.N., and the Admiral Commanding Reserves notified in accordance with A.F.O. 733/1936.

(A.F.O. 733/36.)

**3079.—Issued Confidentially.**

### 3084.—Warrant Ordnance Officers and Ordnance Artificers— Course of Instruction—Gunnery Schools

(G. 5693/36.—31.12.1936.)

The following arrangements have been made for the advanced classes to attend at Priddy's Hard and Woolwich during 1937 for instruction in breech mechanisms in accordance with O.U. 5362/1931, Course 69, viz. :—

<i>Class.</i>	<i>Where joining.</i>				<i>Dates.</i>
1	Priddy's Hard	...	...	...	18. 1.37
	Woolwich Arsenal	...	...	...	21. 1.37
	Complete course	...	...	...	12. 3.37
2	Priddy's Hard	...	...	...	15. 3.37
	Woolwich Arsenal	...	...	...	18. 3.37
	Complete course	...	...	...	11. 5.37
3	Priddy's Hard	...	...	...	24. 5.37
	Woolwich Arsenal	...	...	...	27. 5.37
	Complete course	...	...	...	16. 7.37
4	Priddy's Hard	...	...	...	16. 8.37
	Woolwich Arsenal	...	...	...	19. 8.37
	Complete course	...	...	...	8.10.37
5	Priddy's Hard	...	...	...	18.10.37
	Woolwich Arsenal	...	...	...	21.10.37
	Complete course	...	...	...	10.12.37

2. The first, second and fourth classes will be detailed from the Gunnery Schools, and the third and fifth from the Home Fleet.

3. Attention is called to Admiralty Fleet Order 2168/27 as regards arrangements for pay, etc.

4. "*Excellent*" only. Proposals for the year 1938 should reach the Admiralty by 1st December, 1937.

("Excellent," 14th October, 1936, No. 792, and Commander-in-Chief, Home Fleet, No. 1975/H.F.241, dated 7th December, 1936.)

(A.F.O. 2168/27.)

### 3085.—Loan of Naval or Marine Personnel or Gear for Displays, etc., at Non-Service Functions—Indemnity required against Third Party and other Risks

(N.L. 1490/36.—31.12.1936.)

Whenever approval is given for Naval or Marine personnel or gear to be lent for displays or performances at, or participation in, any non-Service function, the organising body concerned is to be required, as a condition of the loan, to enter into an undertaking in writing to defray all expenses incidental to the loan, such as travelling and subsistence expenses, and to indemnify the Admiralty against possible liabilities under any of the following heads:—

- (1) All third party claims which may arise out of the loan.
- (2) Additional expense for retired pay or pension which may arise from the disablement of an officer or man, either during or while proceeding to or from the function. (No indemnity is required on account of retired pay or pension for which the officer or man is eligible in respect of service.)
- (3) The cost of pensions to widows, children or other dependent relatives of personnel who may lose their lives as the result of accident during or while proceeding to or from the function.

- (4) Any medical, hospital, funeral or other expenses which may result from the disablement or death of a member of the party. (No indemnity is required in respect of full pay sick leave.)
- (5) Any loss or damage to gear or other equipment the property of the Government, and
- (6) Any damage to the property of the personnel not otherwise insured, which would have to be replaced or made good at Government expense.

2. The organising body must further be required to cover the possible liabilities under heads (1) to (6) by a policy of insurance to the satisfaction of the Naval or Royal Marine authority. If rehearsals are carried out in any place other than the ordinary place of duty of the personnel concerned, the insurance effected should be made to cover rehearsals also.

3. Cover in respect of any accidents which may occur to personnel or gear during conveyance to or from shore in Service vessels will not, however, be necessary; and this Order does not apply to band engagements, which continue to be governed solely by A.F.O. 1356/34, or to the Royal Tournament, or to Navy Weeks, which are being specially regulated.

4. In the event of any question arising as to the interpretation of this Order the matter is to be referred to the Admiralty for decision.

(A.F.O. 1356/34.)

**3091.**—*Issued Confidentially.*

**3093.—R.N.R. Certificates (Forms R.V.2)—Non-issue to certain Ratings on Completion of Training**

(N. 5869/36.—31.12.1936.)

Complaints have recently been received that certain R.N.R. ratings have not been issued with their R.N.R. Certificates (Forms R.V. 2) on discharge from training, as directed in these particular cases by the R.N.R. Regulations (Men), Appendix D, Column 7. This omission renders payment of retainers to the men difficult, and jeopardises their chances of obtaining employment.

2. The R.N.R. Certificates (Forms R.V. 2) of men who have been serving in the Royal Navy under the Special Non-continuous Service Engagement, S.56X, should first be forwarded to the Registrar-General of Shipping and Seamen, Tower Hill, E.C.3.

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## Section 3.—G., T., N., E., etc., & STORES ; HULL EQUIPMENT & FITTINGS

# 1924

### 1295.—Patents and Designs Act, 1919, Section 8—Record of Unpatented Inventions

(C.P. Patents 1260/23.—16.5.1924.)

With reference to Section 8 (1) last paragraph of the Patents and Designs Act, 1919, consideration has been given to the procedure to be followed in preparing and keeping records of inventions not protected by a patent in order to avoid claims from outside patentees. Patents assigned to the Admiralty, either secret or open, will remain necessary to some extent wherever there is a prospect at a later stage of commercial or foreign use of the invention. Sometimes also when assignment to the Admiralty is not required, the question of patenting will still be a matter for the inventor's consideration.

2. There will be large numbers of inventions, however, of which the Admiralty will be the sole users, and for which there may be no inducement to the inventor to take steps to apply for a patent on his own account.

3. For these a dated record is pre-eminently the best method of protecting the Admiralty against claims by a subsequent patentee who may re-invent the particular device.

4. Although the nature and facts of some inventions are clear, the circumstances of others are not favourable for clear definition, nor in fact can any individual be named as the inventor.

5. The best method will be for the Department, Ship or Establishment in which each invention has originated to prepare at once such a record as circumstances admit. This record should be signed, dated and witnessed and referred to the Admiralty, in order that the Technical Departments concerned, in conjunction with the Patent Section of the Department of the Director of Navy Contracts may, if desired, put in hand the preparation of more formal documents and drawings, clearly defining the invention. The record will thus be available to any Department of the Admiralty interested for reference purposes. Whenever possible such records should be duly prepared and a copy forwarded to the Admiralty before any action is taken to communicate the invention or suggest the idea to a contractor or other party with whom the Ship or Establishment may be collaborating.

6. The practice at the Signal School, at which Establishment a Patent Section is maintained, will not be affected by this Order in respect of inventions relating to Wireless Telegraphy and other forms of signalling. The practice at the Signal School will conform to the practice adopted at the Admiralty for dealing with inventions and documentary records of inventions for other Admiralty Departments, whether the inventions are patented or not.

### 1381.—Machinery Ordered under Votes 8/III/A, B and E— Inspection, etc.

*Home Dockyards, Depot Ships and Repair Ships.*

(D. 10034/24.—11.7.1924.)

A copy of all orders placed by the Admiralty for machinery requiring to be inspected at Makers' works will be sent to the Engineer Overseer concerned, with a view to any necessary action being taken by him to ensure satisfactory progress of the work under the Contract.

Similar action is to be taken in the case of orders placed direct by Establishments and Ships.

The attention of the Engineer Overseer should be drawn to any delay in the fulfilment of the Contract.

These instructions do not apply to Shore Machinery or Plant purchased under Vote 8/III/H.

## 1925

2370.—*Issued Confidentially.***2959.—Sale of Naval Vessels—Notification to Board of Trade**

(C.P. 17118/25.—16.10.1925.)

Arrangements have been made for an immediate notification to be sent by the Admiralty to the Board of Trade, in future, on all occasions of sale of vessels out of H.M. Naval Service, stating date of sale, name and address of purchaser, and destination of vessel, as well as the time allowed to the purchaser within which the vessel has to be removed from the Naval Establishment concerned.

2. The necessary facilities are to be afforded for inspection of any such vessel by a duly accredited Board of Trade representative on request.

3. The Board of Trade state that it will not be necessary for the Admiralty to insist on a Board of Trade certificate of seaworthiness before giving delivery of any vessel to the purchaser as, on receipt of Admiralty notification, they will take the necessary steps to ensure that appropriate action is taken in all cases.

4. This procedure is to apply to sale of all Admiralty surplus ships and vessels, except Trawlers and Drifters, to which the procedure will not apply.

**3536.—Port, Dock and Harbour Dues on Ships, Goods and Stores**

(C.P. 18541/25.—18.12.1925.)

The arrangements for the payment of Port, Dock and Harbour Dues in the United Kingdom to all authorities, including the Railway Companies who own docks and harbours, are as follow:—

I.—On ships belonging to or fully chartered by the Crown (i.e., entirely engaged in the Service of the Crown) and on goods or stores imported or exported by or on behalf of the Crown, where the Ship is employed or the goods or stores are imported or exported (as the case may be) for purposes other than (a) those of the Naval, Military or Air Force Services of the Crown, or (b) the direct use of a Government Department and not for sale or re-sale, or for any trading purpose, full dues will be paid.

II.—On ships, goods or stores, exempted from para. I by (a) and (b) hereof, the dues payable will be as follows:—

(a) IN RESPECT OF SHIPS belonging to or fully chartered by the Crown—

*Percentage of  
Ordinary Tariff.*

- |  |                      |
|--|----------------------|
| (i) Port, Dock and Harbour Dues, where vessels have the use of berths in open or closed docks, or at other quays or jetties in the Port— |                      |
| Colliers and Oilers  | ... .. 100 per cent. |
| All other ships  | ... .. 75 „          |
| (ii) Port and Harbour Dues in open harbours where use is not made of the facilities specified under (i) above—                           |                      |
| Colliers and Oilers  | ... .. 100 per cent. |
| All other ships  | ... .. 75 „          |

Provided that no dues shall be paid in respect of ships, to which this Clause applies, passing to or from a Naval or Military Establishment within the limits of the Port, which Establishment is not situated on land forming part of the undertaking of a Dock or Harbour Authority.

## (b) IN RESPECT OF GOODS AND STORES—

*Percentage of  
Ordinary Tariff.*

- |   |               |
|---|---------------|
| (i) Coal, coke, oil, to be used to generate heat and produce power, and railway materials ... | 100 per cent. |
| Other oils, such as lubricating, edible and medicinal, and all other goods and stores ...     | 75 „          |

Provided that no dues shall be paid in respect of goods and stores transhipped to or from one of H.M. commissioned ships of war without the use of quay or jetty, or in respect of goods and stores proceeding to or from a Naval or Military Establishment within the limits of the Port, which establishment is not situated on land forming part of the undertaking of a Dock or Harbour Authority.

- (ii) Where a consolidated rate is charged inclusive of dues and other charges the rebate of one-fourth or total exemption as the case may be applies only to that portion of the consolidated rate which represents *dues*, the remainder of the consolidated rate being payable in full.
- (iii) The Government accordingly pays:—
  - (a) The full consolidated *wharfage and portorage rate* on coal, coke, oil, to be used to generate heat and produce power, and railway materials.
  - (b) On other oils, such as lubricating, edible and medicinal and all other goods and stores, the *portorage charge* in full, plus 75 per cent. of the *wharfage charge*, i.e., 100 per cent. of two-thirds plus 75 per cent. of one-third equals eleven-twelfths of the consolidated rate.
  - (c) The full appropriate *port rate* on coal, coke, oil to be used to generate heat and produce power, and railway materials, and three-quarters of the rate on other oils, such as lubricating, edible and medicinal and all other goods and stores, except as provided below.
- (iv) No port rates are payable in respect of stores sent by water to or from the London Docks, and the Admiralty Establishments within the Port of London, i.e., Deptford, West India Docks, Woolwich and Sheerness.
- (v) No port rates are payable in respect of stores coming from another port and transhipping in the London Docks direct to another vessel, without passing over the Dock Company's premises. For example, no port rates are payable in respect of stores sent by store carrier from Portsmouth direct to a freightship in the Thames nor in respect of stores lightered from Chatham and discharged direct to a freightship.

III.—*Payment for Services.*—Graving Dock rates and payments for towage, crannage, water, light, power, labour, and all other specific services to be in accordance with the ordinary tariff applicable to such services, the Crown having the benefit of any reduced charges allowed to other large customers.

2. Claims for dues on commissioned ships or other Admiralty-owned ships arising from these arrangements should be duly certified correct or otherwise and forwarded to the Director of Navy Accounts for payment. Claims for dues on non-commissioned requisitioned ships, etc., should continue to be dealt with under existing instructions from the late Ministry of Shipping (now Shipping Liquidation, Mercantile Marine Department, Board of Trade) until further notice.

3. Claims for port rates and dock dues on Naval Stores *at all ports in the United Kingdom* are to be dealt with by the Superintendent, West India Docks, and Yards concerned should forward any claims received to West India Docks for settlement.



4. Claims for payments for services should continue to be dealt with as at present.

5. It has been decided that the Superintendent, West India Docks, is to be responsible for furnishing the Port of London Authority with the necessary exemption certificates as regards Naval Stores in cases where port rates are not payable. He will also supply the Port of London Authority with the necessary information on the forms prescribed for commercial undertakings.

6. Similar arrangements as regards Victualling Stores will be made by the Superintendent, Royal Victoria Yard, and the Naval Armament Supply Officer, Woolwich, will act similarly in regard to Naval Armament Stores in the Thames.

7. The Civil Engineer-in-Chief will deal with claims and furnish Port Authorities with necessary certificates and forms in respect of Works Stores shipped to Naval Establishments abroad. Similar arrangements as regards Hydrographic Stores will be made by the Hydrographer of the Navy.

8. Owing to the fact that H.M. Ships are not subject to the provisions of the Merchant Shipping Acts, it has been necessary to revise the net tonnage by British Rule on which dues are usually payable. Particulars of the revised tonnages have been issued or are available at the Admiralty in most cases, but adjustments of claims as regards tonnage will be made after receipt at the Admiralty if necessary.

#### PORT DUES ON GOODS DELIVERED UNDER CONTRACT.

9. The Director of Navy Contracts advises contractors that they can obtain rebates (and in certain circumstances exemption) of Port Dues in respect of goods entering or leaving ports in Great Britain in the course of delivery under Admiralty Contracts.

10. Certificates may, therefore, be given authorising rebates or exemption as the case may be, if applied for by contractors, and if no objection is apparent, by the Officer to whom the goods are consigned.

11. Contractors applying for certificates should be requested to forward in duplicate the form of certificate required by the Dock or Harbour Authority with all necessary particulars filled in. After signature, one copy should be returned to the contractors and the other retained by the signing Officer. Certificates should generally be to the effect that the goods mentioned "are intended for the service of H.M. Government."

12. If any considerable portion of the goods referred to on the certificate, should be rejected, lost before delivery, or from any other cause should not become Admiralty property, an endorsement to that effect should be made on the duplicate certificate, which should then be sent to the Dock or Harbour Authority concerned.

13. In the case of goods delivered f.o.b. freightship for shipment abroad, or brought into the Port of London for transshipment, the certificates required should be given by the Superintendent, West India Docks, for "Naval" Stores; by the Civil Engineer-in-Chief for "Works" Stores; by the Superintendent, Royal Victoria Yard, for "Victualling" Stores; and by the Naval Armament Supply Officer, Woolwich Arsenal, for Naval Armament Stores.

# 1926

## 2583.—Inventions and Novel Apparatus—Demonstrations— REPORTS

(C.P. Patents 2718.—10.9.1926.)

Instances have occurred from time to time, following demonstrations by inventors before Government officials, that inventions of a similar nature are made by those officials, and the original demonstrator is apt to allege that the Service inventor has made use of his ideas.

2. To some extent such allegations are inevitable, since the demonstration of an invention is quite likely to start a train of thought in the mind of an inventive inspecting officer which may lead him to invent a similar mechanism, even though he has not seen any details of it at the demonstration. In order, however, to protect Admiralty officers and the Admiralty as far as possible against such allegations, it is desirable that officers who are called upon to inspect novel apparatus or who are present at demonstrations of inventions should, in future, when reporting on such matters, place upon record exactly what they saw and the extent to which the apparatus was explained to and appreciated by them. This record would help to refute or limit the assumption that any later service inventions were the result of what the inspecting officer witnessed.

3. As a further precaution, inventors who propose to give a demonstration of their inventions should be asked in the first instance (by the Establishment or Admiralty Department arranging the demonstration) whether they propose to disclose the whole of their invention, or whether they propose to withhold parts of it. If the inventor replies that part of the invention is not to be explained or exhibited, he should be informed that it will then be assumed that any officer who witnesses the demonstration cannot be held to have been indebted to the inventor for any subsequent invention made by such officer.

## 2889.—S.A. Ammunition—Issue for Non-classification Firings, etc.

(C.S.A.S./G. 1829/26.—15.10.1926.)

Ships and Gunnery and other Training Establishments, when demanding from Naval Armament Depôts .303 in. ball or .455 in. revolver ball cartridges for use in aiming rifles or for use at non-classification firings on ranges, are to show such requirements separately, in order that, in the interests of economy, supplies of ammunition sentenced as only suitable for these services may be made in preference to ammunition which is suitable for general service use.

## 3546.—New Main Batteries—REPORTS

*Submarines.*

(D. 18594/26.—31.12.1926.)

In order that the question of liability for any undue deterioration which may occur in new main batteries of Submarines may be raised with the firms who supplied the batteries before the expiration of the twelve months' guarantee period, a report respecting the condition of the battery is to be

forwarded to the Director of Contracts, Admiralty, within the appropriate period stated for the respective condition of contract under which the particular battery was supplied, viz. :—

- (a) Battery delivered in a charged condition and installed in the Submarine within thirty days from the date on which delivery was completed—

Report to be forwarded to reach the Admiralty within *eleven* months from the date on which delivery was completed.

- (b) Battery delivered in a charged condition and maintained in this condition by firm at a Dockyard for a period exceeding thirty days from the date on which delivery was completed—

Report to be forwarded to reach the Admiralty within *twelve* months from the date on which delivery was completed.

- (c) Battery delivered in an un-charged condition and subsequently assembled and charged at a Dockyard either by firm or by the Dockyard—

Report to be forwarded to reach the Admiralty within *eleven* months from the date on which delivery was completed.

2. In the case of Submarines on the China Station the report is to be forwarded by wire.

3. The condition (a), (b) or (c) above is to be communicated to the Ship's Officers by the Dockyard Officers immediately after the battery has been installed and the appropriate condition entered in the Battery Record Book by the Ship's Officers.

4. Unless a new battery gives distinct indications of abnormal behaviour prejudicial to its length of life (in which case a few cells in each section should be lifted for visual examination), lifting need not be resorted to and the certificate to be forwarded should be based on the behaviour of the battery as indicated in the battery records.

The certificate should be in the following form :—

Has the behaviour of the battery, as indicated by the battery records, been entirely satisfactory? . . .

If not, state the abnormal indications and also the result of visual examination of typical cells. . . .

### 3548.—Refits of Submarines—Batteries—REPORTS

*Submarine Depot Ships, Submarines and Dockyards.*

(D. 18594/26.—31.12.1926.)

In order to avoid delay in dealing with Submarine batteries when these vessels are taken in hand for refit, the following procedure should be carried out by the Depot Ships or Submarines concerned :—

- (a) One month before the vessel is due for refit a sample of acid should be taken from one cell of each section of the battery and forwarded to the Admiralty Chemist, H.M. Dockyard, Portsmouth, for analysis; information also being given of the date when the vessel is to be taken in hand, and the port at which she will refit. In the case of Submarines on the China Station the sample should be sent to the Superintending Electrical Engineer at Hong Kong.

In the case of Submarines on the Mediterranean Station, the samples of acid should be forwarded to reach the Superintending Electrical Engineer, Malta, not less than six weeks before the vessel is due for refit, in order that transmission of the samples to the Admiralty Chemist, H.M. Dockyard, Portsmouth, for analysis and report, may be arranged for. Results of tests should be communicated to Malta by telegram when time will not permit of reply by letter. Copies of results of tests should be sent to the Admiralty for information.

- (b) At the time of forwarding the defect list to the Dockyard concerned, Ships' Officers should state in Column 2 of the defect list the nature of any defects in the battery, so far as they can be ascertained from the behaviour of the battery, as indicated in the Battery Record Book; it is not sufficient to state that the battery requires examination. If no specific defects can be cited, the reason for requesting examination by Dockyard should invariably be stated.
- (c) Directly circumstances show that a Submarine requires a new battery the fact should be reported to the Admiralty through the usual channels, details of capacity tests, etc., also being supplied.
- (d) Each sample of acid sent to the Admiralty Chemist for test in accordance with the above instructions should measure not less than one quart. The samples should be suitably marked to connect them clearly with a reference, which should be sent at the same time as the samples, and which should state that they are for chemical test under the order in question.

2. In connection with (b) above, it is desired to emphasise the fact that the present high capacity batteries in use give the best results if the plate groups are allowed to remain undisturbed for as long as possible.

3. When it is considered advisable to land a battery for extensive refit or replacement, a detailed inspection of the battery should be made by the Dockyard and Ship's Officers, and a joint report forwarded to the Admiralty as to the condition of the battery, the nature, extent, and probable cause of the defects, and recommendations as regards further service. Where a difference of opinion exists between the Dockyard and Ship's Officers respecting the probable cause of the defects, the report should include the definite opinions held by the officers concerned.

4. The foregoing instructions should be strictly observed by all concerned.

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## 1927

**159.—Bombs and Pyrotechnics for Aircraft—Procedure for Demanding**

(A.S./G. 7582/26.—21.1.1927.)

Demands for bombs (including components), pyrotechnics, etc., for aircraft attached to H.M. Ships are to be forwarded to the nearest Naval Armament Dépôt in the same way as ordinary ships' demands, or, if a Naval Armament Dépôt is not accessible, to the Admiralty (C.S.A.S.).

2. Only such bombs and pyrotechnics as have been specially approved by the Admiralty are allowed to be stored on board H.M. Ships, and the following procedure is to be carefully observed.

3. When necessary for aircraft to proceed from Air Force Bases to Naval Bases, or to H.M. Ships, any bombs and pyrotechnics (which are Air Ministry property) carried *en route* are to be returned to the nearest Air Force Dépôt or Naval Armament Dépôt at the earliest opportunity. Whilst on board they are not to be stored between decks but may be kept on the weather deck magazine for a few days awaiting an opportunity to return them. If no early opportunity to land them occurs, they are to be thrown overboard in deep water, and a report made to the Admiralty (C.S.A.S.) for the information of the Air Ministry.

4. All such returns to Naval Armament Dépôts should be laid aside as "on deposit from Air Ministry," and returned to nearest Air Force Dépôt at next opportunity.

5. If, under exceptional circumstances, stores should be supplied *direct* from Air Force Dépôts, a special report should be made to Admiralty (C.S.A.S.), the stores unexpended being dealt with as already indicated.

**1328.—O.U. 6137—Electrical Equipment in H.M. Ships—Corrections—REPORTS**

(S. 5655/26.—13.5.1927.)

All corrections to the above book reported by ships and dockyards have been embodied therein, and the book will shortly be issued.

The responsibility for keeping O.U. 6137 correct to date will devolve as follows:—

(a) *Ships in Commission and in Reserve.*—Any additions and alterations carried out by the ship's staff, which affect the record shown in O.U. 6137 relative to the ship, are to be *reported immediately to the Admiralty*, full particulars being rendered in the form laid down in the book.

A dated certificate is to accompany the report to the effect that the items concerned have been checked in every instance with the makers' nameplates on the actual equipment fitted in the ship.

Arrangements are being made for every ship to be supplied with the portion of O.U. 6137 relevant to the ship, to be retained as the ship's record under the charge of the torpedo officer, and this copy is to be corrected by the ship's officers at the time the ship's report of any alterations and additions is made. The copy is to be taken on charge in the torpedo gunner's fixture list.

(b) *Ships undergoing Annual Refit.*—(i) The dockyard officers concerned will be responsible for correcting the ship's copy of O.U. 6137. The dockyard officers are also to report to the Admiralty, in the prescribed form, and immediately after the completion of the ship, all alterations and additions made so far as O.U. 6137 is affected. An item to cover any corrections and amendments to O.U. 6137 is to be included in the list of alterations and additions.

(ii) A certificate similar to that called for in the penultimate paragraph of (a) above is to be attached to the report.

(iii) On completion of the refit of a ship, if no alterations or additions have been made to the equipment shown in the book, a nil return is to be rendered.

(iv) The work of the dockyards in these instances is to be strictly limited to such modifications as may be necessary, consequent on alterations and additions carried out by dockyard labour during the refit.

(c) *Ships Built by Contract.*—A clause is being included in the ship specifications to the following effect:—

Forms for the list of electrical equipment in H.M. ships may be obtained by the shipbuilders on application to the overseer. Special attention is to be given to ensure that accurate records of the gear, apparatus, etc., actually fitted in the ship are filled in on the forms by the shipbuilders. The forms are to be filled in, in duplicate, and forwarded to the Admiralty through the overseer, who, in conjunction with the District Electrical Engineer, is to verify their contents from the gear "as fitted."

The duplicate copy of the form will be forwarded to the Commanding Officer of the ship from the Admiralty, and is to be taken on charge by the torpedo officer.

(d) *Ships Building in Dockyards.*—The yard officers of the dockyard concerned are to prepare the information required for O.U. 6137, in duplicate, concurrently with the preparation of "as fitted" drawings of the electrical circuits. The original is to be forwarded to the Admiralty, and the duplicate issued to the torpedo officer of the ship. The report is to be accompanied by a dated certificate similar to that called for in paragraph (a) above.

(e) *Ships undergoing Reconstruction or Large Repairs.*—A similar procedure to that detailed in paragraph (b), (i), (ii) and (iii) above for ships undergoing annual refit is to be followed.

*General.*—(1) It has been decided to omit all reference to breakers and contactors.

(2) *Load in amperes.*—The information supplied under this heading is to be revised in future reports dealing with this item; one figure only is required and is to conform to the following formula:—

The figure to be inserted is to be obtained from the "as fitted" book of breaker diagrams for the ship, *i.e.*, the total possible H.P. load in amperes, omitting alternative supplies to the same motor, and supplies to capstans, boat-hoists and deck winches. This information is not required from submarines.

(3) *Typographical errors.*—As the value of O.U. 6137 depends entirely on the accuracy of the information contained therein, all errors are to be reported to the Admiralty as they are discovered.

(4) *Publication of Addenda and Errata.*—Arrangements will be made for the periodic issue in Admiralty Fleet Orders of lists of addenda and errata affecting the contents of O.U. 6137.

(5) Confusion has arisen in many instances between Messrs. Newton Brothers and Messrs. Newtons, Ltd. Reports should state whether Newton (Derby) or Newtons (Taunton) is intended where reference is made to these firms.

(6) Particular care is to be taken with regard to the completion of the columns headed "spare gear," and differentiation is to be made between the small sets for motor gear, etc., and the controller and starter spares.

(7) The particulars of the motors in submarines and in ships having two or more different electrical pressures of supply, should show the electrical pressure at which the motor is operated.

(8) Wherever the designed steam pressure of a generating set differs from the working conditions, a statement, in addition to the maker's nameplate particulars, is to be incorporated in the returns to the effect that owing to the designed steam pressure of the generating plant differing from that of the ship's pressure, which is to be stated, the revised output particulars are . . . (insert details).

Where reducing valves are fitted a statement to this effect is to be made in the steam pressure column of O.U. 6137 relative to the generating set.

O.U. 6137 is to show both sets of particulars.

In any future allocation of steam sets to ships having a lower steam pressure than the nameplate pressure of the set, an additional nameplate is to be fitted to the generator, stating the revised particulars consequent on the reduction of the steam pressure.

(9) Reports are to show the actual number and description of winding of field coil spares. The following abbreviations are to be used:—

For Shunt ...	...	...	...	...	...	...	...	Sh.
For Compound ...	...	...	...	...	...	...	...	Comp.
For Series ...	...	...	...	...	...	...	...	Se.
For Interpole ...	...	...	...	...	...	...	...	Int.

(10) When ships are taken in hand for large repairs, the ship's copy of the report (Part O.U. 6137) is to be seen by the Dockyard Officers and its whereabouts put on record. In the event of the report not being available, an immediate report to this effect is to be forwarded to the Admiralty through the Administrative Authority.

(11) All machines in submarines, *e.g.*, main motors, auxiliary propelling motors, etc., which are fitted with coolers, are to be so indicated in the Report.

These directions are to come into effect forthwith.

**2135.**—*Issued Confidentially.*

### **2347.—Small Scale Drawings—Supply to Ships under Construction**

(S. 04717/27.—16.9.1927.)

In future,  $\frac{1}{8}$  in. scale drawings will be issued on loan to officers appointed to ships under construction, the drawings being additional to the small scale "as fitted" drawings already supplied on the completion of the ship. These small scale prints will be issued as follows, and application

for supply is to be made by the officers concerned through the proper channels to the Director of Naval Construction, Admiralty, viz :—

	<i>Set.</i>
Captain ... ..	1
Commander ... ..	1
Engineer Officer ... ..	1
Shipwright Officer ... ..	1

The drawings are to be returned to Director of Naval Construction on completion of the ship. The issue of these drawings to the officers mentioned is for the purpose of facilitating the performance of their duties, and is not to be regarded as an invitation to make proposals for altering details already settled and worked to by the shipbuilder.

## 1928

### 2232.—Ammunition—Amounts to be carried in Peace Time

(G. 9145/28.—7.9.1928.)

The following are the amounts of ammunition which should be carried in peace time:—

- (a) Only the approved outfit allowance of full calibre cartridges is supplied to ships, with the exception of fixed ammunition made up with practice projectiles, for which *see* (c) below.

The only variation to this rule is in cases where it is desirable to issue a whole "lot" of cordite, *vide* Article 51 of the Naval Cordite Regulations, 1928.

- (b) Cartridges allowed for practice firings are to be taken from the outfit, which should be replenished at the first opportunity.
- (c) Up to 12 months' allowance of 1 in. aiming rifle ammunition may be carried and up to 6 months' allowance of sub-calibre ammunition and Q.F. fixed ammunition made up with practice projectiles provided stowage is available.
- (d) .303 in. ammunition for aiming rifles is to be taken from the outfit of Mark VII ammunition allowed for small arms and machine guns.

2. No filled shell are to be carried in addition to the outfit allowance, any allowed for practice being taken from the outfit, which should be replenished at the first opportunity.

3. Up to six months' allowance of practice projectiles will be supplied if stowage is available.

4. No additional ammunition is to be embarked in ships ordered to proceed to or from foreign service without special Admiralty approval.

In the interests of economy it is desirable that full use be made of any available ammunition stowage for the conveyance of explosives.

Armament Supply officers requiring transport are to obtain from the Commander-in-Chief the necessary particulars as to stowage available.

### 2416.—Babcock & Wilcox Boilers—Wear of Headers

(D. 13977/28.—28.9.1928.)

Recent close examination of boilers shows that the headers of Babcock & Wilcox boilers are liable to develop cracks in the radius between the front face of the downtake or front header after the boilers have been in continuous use for 14 or 15 years.



2. The cracks are generally located in the wake of the horizontal bridge of steel between the first and second bottom hand holes. They generally commence at the root of the folds in the steel caused during the forming process of the headers, but isolated cases have been observed in other positions.

3. Special attention is accordingly to be given to the condition of the headers when ships fitted with Babcock & Wilcox boilers undergo the periodical drill test examination, and the condition of the headers in this respect is to be inserted on Form S.356b.

4. The renewal of any tubes or headers should be recorded on the boiler history sheets.

5. Close attention should also be given to the fit of the hand hole doors, and all dogs securing the doors should be placed in a vertical position when in place on the boilers in order to give the bridges the full support of the doors.

6. A modified type of dog, having a width of foot of  $3\frac{1}{2}$  in., should be fitted in those positions where the bridge of metal between adjacent holes has become worn, or where internal surface cracking is evident.

7. Patterns of the modified dog can be obtained from Portsmouth Dockyard.

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## 1929

### 710.—Cartridges, Q.F. 3 pdr., Practice, Sub-calibre, made up from Size 5 Cordite—Future Supply Arrangements

(A.S. 1173/29. G. 20226/28.—22.3.1929.)

Cartridges, Q.F., 3 pdr., practice, sub-calibre, have been made up of Mark I cordite, size 5, of lots R.N. 2778, 2781, 2782, 2783, 2784, 2788, 2789, 2790, 2791, 2792, 2793, 2794, 2795, 2796, to a charge weight of 6 oz 2 drams, and are expected to have M.V. about 34 f.s. more than that given by charges of M.C.4½ cordite. The quantity on board any individual ship supplied with the above lots, should therefore be sufficient to prevent the indiscriminate use of cartridges of these lots and normal lots on any practice run, and Armament Supply Officers will adjust issues accordingly.

### 1549.—Bolts and Studs subjected to High Temperature— Examination—REPORT

(D. 8126/29.—21.6.1929.)

Several cases have been reported from ships of bolts or studs, fitted in positions subject to high temperatures, having been found to be brittle or broken.

2. Periodical examinations should be made, by all ships, of bolts and studs fitted in such positions as nozzle boxes, steam stop valves, safety valves, steam pipes, etc., one or more bolts or studs being removed at these examinations, and if found to be broken or brittle, a report should be forwarded to the Admiralty giving details of the bolts or studs, and the part from which they were removed, together with, if possible, the source of supply, and date when fitted.

3. When such bolts or studs are renewed, care should be taken that the material from which the replacements are made is in all respects suitable for the service.

4. All yards supplying any replacements for these items should ensure that they have been made from satisfactory material which has passed the tests required for new bolts and studs.

### 1864.—Gun Mountings, 6 in.—Particulars of Range Dial Graduations on Reconditioning and Conversion

(G. 4961/27.—26.7.1929.)

The following information is promulgated concerning the range dial graduations for the various marks of 6 in. gun mountings concerned.

(a) *6 in. B.L., Mark VII Guns on P. III and P. IV Mountings.*—Graduations to be in accordance with the approved drawing prepared by Portsmouth Yard in accordance with Admiralty Letter dated 7th July, 1921, G.0821/21, and approved by Admiralty Letter G.01097/21. M.V. 2,500 fs. R.T. No. 26 and 26A. Sight elevation 20 degrees. Range gearing constant 37·677.

(b) *6 in. B.L., Mark VII Guns on P. VIII Mountings.*—Dials to be regraduated for an M.V. of 2,500 fs. using range table No. 26D. Graduations to be arranged for use with a 10-degree super-elevation attachment for a total sight elevation of 22½ degrees. Portsmouth Yard to prepare necessary drawing.

(c) *6 in. B.L., Mark XI Guns on P. V Mountings.*—Graduations to be in accordance with approved drawing G.123 for M.V. 2,800 fs. R.T. No. 26. Sight elevation 20 degrees. Muzzle velocity correctors to be removed.

(d) *6 in. B.L., Mark XI Guns on P. V\* Mountings.*—As the mountings are not being converted to a greater elevation, the sights are to remain as at present.

(e) *6 in. B.L., Mark XI Guns on P. VI Mountings.*—Graduations to be extended to 20 degrees elevation using R.T.'s Nos. LXXIX. and 27. M.V. 2,850 fs. Portsmouth Yard to prepare necessary drawing.

(f) *6 in. B.L., Mark XII Guns on P. VII and VII\* Mountings.*—Dials to be regraduated to approved drawing R.C.D. 13883A/44 for M.V. 2,750 fs. R.T. No. 24.

(g) *6 in. B.L., Mark XII Guns on P. IX Mountings.*—For those sights which require extension of elevation, drawing No. R.C.D. 13870A/4 is to be used.

(h) *6 in. B.L., Mark XVI Guns on P. X Mountings.*—Range dials to be regraduated to 20 degrees, equivalent angle for an M.V. of 2,900 fs., using the range table on p. 110 of O.U. 5268A for elevations up to 15 degrees, and thereafter a special extension table which will be prepared at the Admiralty. The muzzle velocity correctors to be altered to read plus and minus instead of actual M.V.'s. Portsmouth Yard to prepare necessary drawings.

(i) *6 in. B.L., Mark XIII Guns on P. XI Mountings.*—Range dials to be graduated up to an equivalent angle of 20 degrees for M.V. 2,675 fs., using R.T. No. 239. Muzzle velocity correctors to be altered to read plus and minus instead of actual M.V.'s. Portsmouth Yard to prepare necessary drawings.

2. Except where stated above, the existing muzzle velocity correctors are to be retained.

3. The drawings referred to in paragraph 1 (b) (e) (h) and (i) are to be prepared in conjunction with "Excellent" and submitted to the Admiralty.

4. The regraduations of range dials, etc., is not to be taken in hand until the relative estimates have been approved. In the case of mountings not yet converted, the regraduation is to be carried out as part of the conversion.

Estimates for the regraduation of dials of mountings already converted are to be forwarded as soon as possible.

### 1967.—Refits or Repairs to H.M. Ships—Procedure to be followed as regards Supplementary Work

(C.P. 6210/29.—9.8.1929.)

Where a contract has been placed with a private firm for refitting or repairing one of H.M. ships, and additional work, involving extra cost, is subsequently found to be necessary while the contract is in progress, the following procedure is to be followed:—

- (i) Where practicable, and the delay is not likely to cause additional sums for dock dues, etc., supplementary specifications are to be prepared and tenders obtained for the extra work and submitted for Admiralty approval;
- (ii) Where this is not practicable, the order for the additional work is to be placed with the firm dealing with the refit, provided that the local responsible officers are of the opinion that the sum asked for the supplementary work is fair and reasonable, that it is in the best interests of the Crown to accept it, and that there are no more economical means of dealing with the situation.

In the latter case, full details should be furnished forthwith to the Admiralty, stating the additional amounts involved, and furnishing a certificate as to (ii) above.

A supplementary tender is to be scrutinised with special care, and the local responsible officers must be satisfied that the supplementary repairs were not wholly or partially covered by items in the original contract and are absolutely necessary.

These instructions are to apply both at home and abroad, and are also to govern repair, etc., of Steam and Motor Boats and Battle Practice Targets.

(A.F.O. 2048/32.)

### 2135.—Practice Projectiles, 15 in.—Types for supply for Concentration Practices and other Firings

(A.S. 3860/29.—30.8.1929.)<sup>f</sup>

¶ In order to ensure that practice projectiles with the same ballistic properties are used by each ship for 15 in. concentration practices, shell A.P.C., weighted H.E.S., will be supplied for these firings.

2. For other practice firings, shell A.P.C., weighted H.E.S., or other types of practice projectiles will be issued by Armament Supply Officers as available.

3. When forwarding demands for practice projectiles for 15 in. guns, Commanding Officers of H.M. ships should, therefore, state requirements in the following terms:—

Practice projectiles—	No.
For concentration practices (shell A.P.C., weighted H.E.S.).	
For other firings (shell A.P.C., weighted H.E.S., or other type of practice projectiles available).	

### 2452.—Main Batteries

*Submarines.*

(D.—4.10.1929.)

The approved arrangements of the intercell connectors and the numbering of the cells of main batteries of submarines are not to be altered unless Admiralty approval to do so is previously obtained. If the records of the approved arrangements are not available in the dockyard or ship when the battery is about to be installed, application should be made to the Admiralty for the necessary information.

2797. }  
3004. } *Issued Confidentially.*

## 1930

345.—*Issued Confidentially.*366.—**Spare Propellers***Battleships, Battle Cruisers, Cruisers, and Aircraft Carriers.*

(D. 1320/30.—7.2.1930.)

The following statement, showing the interchangeability of spare propellers is promulgated for information.

2. The vessels are arranged in groups, and, where more than one vessel is shown in a group, the propellers of these are interchangeable. Spare propellers on charge for individual vessels are regarded as available for others for which they are suitable, if required.

3. Interchangeability between groups of vessels having propeller shaft cones of the same dimensions, but with propellers of different pitch, etc., is also shown.

4. Spare propellers are distributed between home and foreign yards in order to meet probable requirements without delay; where any doubt exists as to the availability of suitable propellers, application should be made to the Admiralty.

<i>Group.</i>	<i>Vessels.</i>	<i>Remarks.</i>
1	"Centurion" ... ..	Interchangeable with Groups 2 and 5.
2	"Benbow," "Emperor of India," "Iron Duke," "Marlborough."	Interchangeable with Groups 1 and 5.
3	"Queen Elizabeth," "Malaya," "War-spite."	Interchangeable with Group 4.
4	"Barham," "Valiant" ... ..	Interchangeable with Group 3.
5	"Ramillies," "Resolution," "Revenge," "Royal Oak," "Royal Sovereign."	Interchangeable with Groups 1 and 2.
6	"Nelson," "Rodney" ... ..	—
7	"Tiger" ... ..	—
8	"Renown," "Repulse" ... ..	—
9	"Hood" ... ..	—
10	"Dartmouth" ... ..	—
11	"Birmingham," "Lowestoft" ... ..	—
12	"Effingham," "Frobisher" ... ..	Interchangeable with Group 13.
13	"Hawkins," "Vindictive" ... ..	Interchangeable with Group 12.
14	"Berwick," "Cornwall," "Cumberland," "Kent," "Suffolk."	Interchangeable with Groups 15 and 16.
15	"Devonshire," "Dorsetshire," "London," "Norfolk," "Shropshire," "Sussex."	Interchangeable with Groups 14 and 16.
16	"Exeter," "York" ... ..	Interchangeable with Groups 14 and 15.
17	"Cambrian," "Canterbury," "Carysfort," "Castor," "Centaur," "Cleopatra," "Comus," "Concord," "Constance."	—
18	"Calliope" ... ..	—
19	"Champion" ... ..	Interchangeable with Group 20.
20	"Cairo," "Calcutta," "Caledon," "Calypso," "Capetown," "Caradoc," "Cardiff," "Carlisle," "Ceres," "Colombo," "Coventry," "Curacoa," "Curlew."	Interchangeable with Group 19.
21	"Danae," "Dauntless," "Delhi," "Despatch," "Diomedes," "Dragon," "Dunedin," "Durban."	—
22	"Emerald," "Enterprise" ... ..	—
23	"Adventure" ... ..	—
24	"Courageous," "Furious" ... ..	Interchangeable with Group 25.

<i>Group.</i>		<i>Vessels.</i>				<i>Remarks.</i>
25	"Glorious"	...	...	...	...	Interchangeable with Group 24.
26	"Eagle" ...	...	...	...	...	—
27	"Hermes"	...	...	...	...	—
28	"Argus" ...	...	...	...	...	—
29	"Ark Royal"	...	...	...	...	--

5. Any available spare propellers originally provided for turbine-driven battleships earlier than those mentioned hereon, have cones of the same dimensions as those of vessels in Groups 1, 2, and 5.

6. Spare propellers of "Arethusa" and "Caroline" classes are suitable for vessels in Group 17, and those ex-earlier Town class cruisers ("Falmouth," etc.) for "Dartmouth."

7. Instructions as to disposal of propellers surplus to requirements will be issued by the Admiralty.

### 650.—*Issued Confidentially.*

#### 1026.—Main Machinery Workshop

*Cruisers "Kent" and later classes, and capital ships undergoing reconstruction*

(D. 14020/29.—11.4.1930.)

It has been decided that, in cruisers of the "Kent" and later classes, the principle is to be maintained, that all machines for common use should, so far as practicable, be in one main machinery workshop, the machines therein to be under the charge of the Engineer Officer of the ship.

2. When space permits, this principle is to be extended to capital ships undergoing reconstruction.

#### 1077.—Ammunition, 2 pdr., with Shell, H.E. and Tracer— Supply of Cartridges of different Cordite Lot Numbers in the same Package

(A.S. 5287/29.—17.4.1930.)

It may be necessary to issue Q.F., 2 pdr., H.E. and tracer shell ammunition in the same package with the tracer shell cartridges made up from a different cordite lot number from the lot number in the H.E. shell cartridges. Should this be necessary, the cordite lot numbers will be clearly indicated on the package.

#### 1366.—Leathers for Machinery Purposes—Local Purchase Procedure

(C.P. 14693/29.—16.5.1930.)

Leathers for special and important machinery purposes, should, as a general rule, be purchased from the makers of the plant concerned (within the prescribed limits for local purchase orders) in view of the particular treatment which such firms have evolved as the result of experience.

2. When new requirements of leathers for minor machinery purposes arise, for which no specification has been previously prepared, and which it is practicable to obtain by competition, the yard or establishment concerned is to submit to the Admiralty a specification for approval before inviting tenders.

3. A separate specification, which should conform generally to the provisions of Schedule 451, should be submitted for each new type of leather involved. At the same time, it should also be stated whether it is recommended that the item be added to the rate book and standing contract.

4. The previous instructions as regards the local manufacture of special leathers for telemotor systems and CO<sub>2</sub> plant were only promulgated in order to enable emergencies to be met by the manufacture of improvised leathers. The method of manufacture is re-stated for general information.

"The method of manufacture is generally as follows:—

"Leather used is from butt or tail end of hide. Shoulder end is never used for this purpose. The flesh side of leather is on the working side of leather. Discs of suitable size are cut, due allowance being made in thickness for turning and finishing off. Discs are soaked in tepid water and pressed wet and left in press until dry. After leathers are dried, they are taken out of press, soaked in waterproofing mixture at 80°-90° F., until thoroughly impregnated, then put back into press and left till set. On removal from this last setting, leathers are carefully turned and finished on the working side, in a lathe, to the correct diameter and thickness."

5. The local manufacture of special leather is to be regarded as exceptional, and the instructions contained in paragraphs 1 and 2 are to be followed whenever possible.

(A.F.O. 1785/36.)

## 2809.—Fittings forming a part of the Pressure Hull— Periodical Test

*Submarines.*

(D. 7239/30.—24.10.1930.)

All steel valves, pipes, or other fittings which, being always subject to the diving pressure, virtually form a part of the pressure hull of a submarine, should, except as stated below, be periodically removed for examination and tested to the full diving pressure for which the hull is designed, and re-galvanised if necessary, before replacement.

2. All non-ferrous metal valves, pipes and fittings are to be examined internally and externally where possible and, if considered necessary by the dockyard officers, should then be tested to the original test pressure either in place, if practicable, or after removal.

3. Where steel valves, pipes, and fittings subject to the full diving pressure are normally inaccessible, opportunity is to be taken during the refits to substitute non-ferrous fittings of sufficient strength to withstand the diving pressure.

4. This examination and test should be carried out by the dockyard in all submarines on the next occasion of refitting (with the exception of those vessels in which the tests have been carried out since the issue of A.F.O. 161/30) and thereafter at intervals not exceeding three years and six months.

5. In the case of new construction this examination and test should be carried out at the second refit after the date of completion.

6. Exceptions to the foregoing instructions may be made in the case of shaft tubes, asdic recesses and S/T and hydrophone castings, where examination should suffice, a test being carried out only if considered necessary as a result of the examination. In the case of shaft tubes, however, opportunity should be taken when a shaft is withdrawn for other purposes to test the tube to the approved pressure and, if no opportunity has occurred at an earlier stage, this test should be applied before the expiration of a period of seven years following the first commissioning of the vessel.

7. The test pressures to be applied are those corresponding to a depth of 150 ft. in the case of Submarines of "H," "L," "L.50," "M," "R" (old), and "K.26" classes, and to a depth of 500 ft. in Submarines of "X.1," "Oberon," "Odin," "Parthian" and "Rainbow" classes.

### **2985.—Submarine Main Motors fitted with Water-cooled Air Coolers**

(S. 3439/30.—14.11.1930.)

In order to avoid the possibility of an excessive pressure being generated in the coolers, due to restricted expansion of the water contained therein, the air relief cocks on coolers are to be opened whenever the inlet and discharge valves are closed. In those cases where not already provided, drain pipes leading to the bilge are to be fitted to the air relief cocks.

2. Provided the above instruction is complied with, main motors may be run at full load, if necessary, for short periods in emergency without cooling water.

3. Should the main motors be required to operate without cooling water for more than 10 minutes or with the cooling fans stopped for a similar period, one or more cover plates over each commutator and between forward and after machines must be removed to allow circulation of air.

4. Operation at full load without cooling water or with cooling fans stopped is to be limited to a period of 30 minutes.

5. The period over which machines may be operated at intermediate loads under the emergency conditions referred to, should be ascertained under sea-going conditions as opportunity occurs and as directed in the operating instructions.

6. Owing to the extreme importance of avoiding water leakage in the air coolers of submarine main motors and, if similarly fitted, the coolers of auxiliary motors and generators, all water-cooled air coolers are to be removed, examined and tested to the full test pressure at intervals not exceeding two years.

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# 1931

## 144.—Rudder Clearance—REPORT

*Ships and Dockyards.*

(D. 18508/30.—16.1.1931.)

When rudder clearances in H.M. ships are taken in future, the dockyard officers concerned are to insert on the Form D.495 (Report of Docking) the information obtained, together with any particulars readily available as to the clearances found on any previous occasions of docking and any notifications as to nature of wear, etc. Similar information should be supplied to the Commanding Officers with the D.495 form for insertion in the ship's records.

2. Whenever a defect list is forwarded from one of H.M. ships which includes an item of rudder defects or a request for clearances to be taken, any information available as to the clearances on previous occasions of docking is to be included in the defect list, and where the clearances previously reported approach the undermentioned limiting amounts, separate action should be taken by the Commanding Officer direct with the dockyard concerned to ensure that the information as to clearances on previous occasions of docking is available at the dockyard well in advance of the arrival of the vessel for refit, etc.

3. The following particulars relating to the amount of wear permissible in rudder bearings before renewal of bushes, etc., becomes necessary, are promulgated for general guidance:—

*Rudders fitted with Lower Pintles.*—When in any position the clearance between pintle and brace exceeds one hundred and eighty thousandths (180/1,000) of an inch in a destroyer or flotilla leader, or three hundred thousandths (300/1,000) of an inch in larger ships, or the clearance at the inboard end, between the phosphor bronze sleeve on rudder stock and stuffing box, exceeds one hundred and eighty thousandths (180/1,000) of an inch, repairs should be effected.

*Rudders without Lower Pintles.*—When in any position the inboard clearance between the phosphor bronze sleeve on rudder stock and stuffing box exceeds eighty thousandths (80/1,000) of an inch in a destroyer or flotilla leader, and one hundred thousandths (100/1,000) in larger ships, the sleeve should be renewed.

4. Exceptional cases of knocking, straining or leakage should, however, be dealt with on their merits.

5. In any case in which renewal of a sleeve is found to be necessary in a destroyer or flotilla leader, a report should be sent to the Admiralty by wire (or postagram in the case of home dockyards), giving particulars of the clearances before renewal and the date when the sleeve was last renewed, etc.



### 543.—Lead of Cables to Control Positions—Protection from Splinters

*Ships, Dockyards and Overseers.*

(T. 273/31.—6.3.1931.)

In selecting runs for cables to control positions, attention is to be given to ensuring that protection is afforded to these cables as far as possible by bridge or other structure.

2. When re-wiring has to be carried out to control positions, runs of cables are to be considered with a view to effecting any improvement practicable in the protection afforded to the cables.

### 1003.—Work carried out by Naval Ratings on H.M. Ships Paid Off for Large Repairs and Refits

(D. 2079/30.—24.4.1931.)

In order to ensure uniformity at the ports, in connection with work carried out by Naval ratings on H.M. ships paid off for large repairs and refits, the following general procedure is to be adopted in future:—

As soon as possible after a ship has been paid off for large repairs, arrangements should be made for a conference between dockyard departments at which the requirements of Naval working parties for the first month of the refit are to be decided. The dockyard officers should prepare a statement as a result of this conference for information of the depôt, showing details of the work required, order of priority, and the number of Naval ratings required during the month. The situation should be reviewed weekly or at longer intervals, as found necessary. If difficulty is reported in supplying the ratings required, and this would affect the progress of the refit, the matter is to be reported to the Admiral Superintendent with a view to such work as may be necessary being undertaken by the dockyard, the Admiral Superintendent informing the Commander-in-Chief. Any necessary supplementary estimates of the additional cost, owing to dockyard labour being employed in lieu of Naval ratings, should be forwarded as early as possible.

*Supervision.*—In view of the difficulty of supplying the necessary Petty Officers for supervision of working parties, it must be understood that, generally speaking, the necessary supervision, allocation of work, etc., should be arranged for by the officers of the ships to which the working parties are allocated.

A responsible executive officer, who will remain in the ship on commissioning, will be appointed to each ship three months before the date of commissioning for trials.

*Dinners.*—Wherever possible, facilities for cooking and accommodation should be provided, and men should bring their dinners with them.

*Painting.*—Details of the work to be allocated to Naval ratings must be decided locally, depending on the extent of assistance available. In all cases, where the necessary men *are available*, the painting of external work above boot topping, all painting in machinery spaces, living spaces, store rooms, bilges, double bottoms, etc., should be carried out by Naval ratings, dockyard work being limited to the more skilled painting work, such as Admiral's and Captain's apartments, officers' messes, and sick bay.

*Priority.*—Priority should be given to ships paid off. After requirements of such vessels have been met, ships with reduced complements should be given such assistance by Naval ratings as may be possible. With regard to ships in full commission, and in hand for ordinary refit, the dockyard should carry out only such work as is beyond the capacity of ships' staffs.

*Loan of articles from Loan Tool Store to Naval Working Parties employed on H.M. Ships paid off into Dockyard control for large repair or refit.*

When a responsible Naval officer is on board the ship in which a naval working party is to be employed, demands for articles required by the working party, such as sea boots, clogs, overalls, brooms, etc., are to be raised on Form S.134D (in triplicate), and forwarded to the Naval Store Office where the original will be initialled as authority for supply.

The dockyard officers are to be responsible for the description and quantities of the articles to be drawn, and Form D.587, which is to be signed by the responsible Naval officer, is to be countersigned by the responsible dockyard officer, and passed to the Naval Store Department with Form S.134D. All three copies of the Form S.134D are then to be sent to the Loan Tool Store and dealt with as follows:—

The original and duplicate are to be receipted and dated by the Naval rating who draws the articles, and the original sent to the Naval Store Office for retention, the duplicate being held by the storehouseman. The triplicate is to be conspicuously endorsed by the storehouseman "Not for ship's account—on loan from Loan Tool Store," and handed by him, with the articles, to the Naval representative.

On return of the articles to the Loan Tool Store the triplicate is to accompany the stores for the storehouseman to give a final receipt thereon. The duplicate is to be endorsed by the storehouseman, and passed to the Naval Store Office to enable the original to be cancelled.

When Naval working parties are required for ships on which no responsible officers are borne, the responsibility for the raising of the Form S.134D and the subsequent return of such stores is to be taken by the Captain of the Dockyard, who should depute an officer from his department for the purpose.

### **1580.—Engineer's Spare Gear—Replacement of Items not carried on Board**

(E.-in-C./D. 6836/31.—26.6.1931.)

In new construction and later vessels, a certain proportion of spare gear, apart from dépôt spare gear, will not be carried on board.

2. In cases where this gear is placed on deposit charge in a dockyard, the following routine is to be carried out as regards drawing the gear and subsequent replacement of same.

3. The ship to raise a Special Deposit Spare Gear Defect List for the item or items required, forwarding this directly to the Admiral Superintendent of the Yard where deposit spare gear is kept, and a copy to the Administrative Authorities. On receipt of this the Professional Department concerned should create a D.184 note, obtain the items, and deliver them to the ship (obtaining the defective parts in lieu). The Professional Officers concerned should then take action to replace the items, either by repairs of defective parts or by making or obtaining new, and return this replace item to the deposit store on a D.83 note, thus re-establishing Superintending Naval Store Officer's charge and completing the deposit stock.

4. Where spare gear is retained on board a repair ship, the responsibility for replacing any gear removed lies with the ship's officers of the vessel requiring same, who are to forward a Defect List in the usual way.

5. In order to avoid an unnecessary accumulation of spare gear for vessels whose period of service is approaching an end, no important replacements of spare gear appropriated are to be made in the case of vessels which have under five years' life without first obtaining Admiralty sanction.

6. Arrangements for replacement of dépôt spare gear will be made through Admiralty under existing routine.

### 1629.—Leaders of "Scott" and "Shakespeare" Classes, Destroyers of "V," "W," and modified "W" Classes —Average Life

(D. 4783/31.—3.7.1931.)

It is probable that a large number of the "V," "W," and modified "W" classes of destroyers, and flotilla leaders of the "Scott" and "Shakespeare" classes, is likely to be retained in the Service for a number of years to come.

2. In future, an average life of about 20 years from the date of completion should be assumed for the vessels indicated, unless other instructions are issued.

(A.F.O. 1811/31.)

### 1811.—Leaders and Destroyers—Survey of Hulls

*Ships and Dockyards concerned.*

(D. 9904/31.—24.7.1931.)

Experience has shown that in order to obtain an average life of as long as 20 years for leaders and destroyers, as given in A.F.O. 1629/31, very thorough examination and repair of the hull structure are essential.

2. In the older leaders and destroyers it has been found that the hull plating, deck beams and girders are generally in fairly good condition. In the engine room, however, considerable deterioration of the transverse and longitudinal framing, and to a lesser extent, the plating of the transverse bulkheads, has taken place, due in large measure to the varying atmospheric conditions.

3. The main frames and longitudinals between the second longitudinals port and starboard, also the auxiliary frames and girders in connection with the engine bearers have generally been found in good condition and superior to the remaining framing in the engine room. It is probable that because of their importance they have been more thoroughly surveyed and treated.

4. On the other hand, it has been found that the fourth and fifth longitudinal and the transverse frames between the third and sixth longitudinal have deteriorated most rapidly. In several instances, webs and reverse flanges of frame bars, the diamond plate connections between the continuous frame bars and the intercostal longitudinals have been found in a very bad condition and rusted through. Rust has also formed between these plates and the bars as well as between the connections behind the diamond plates, contact between these parts thereby being rendered ineffective. The seriously corroded parts of the fourth and fifth longitudinals are generally the reverse flange of the continuous "Z" bar, and the plating between this bar and the intercostal angles connecting the longitudinal to the shell plating.

5. Corrosion is generally worse where the survey and painting is most difficult, *e.g.*, behind plates of machinery spare gear, behind junction boxes, behind plates carrying electric cables, behind diamond plates and reverse flanges of frames and longitudinals, and unless great care is exercised in thoroughly cleaning and coating the hidden inner surfaces of framing, corrosion will not be arrested.

6. Red lead, paint, etc., is not to be applied to a damp rusty surface. Examination in several instances has revealed that, although the plating appeared to be well covered, when disturbed by hammering the covering was found to be a mixture of red lead and damp rust, which easily came away leaving the rusty surface exposed.

7. In the newer leaders and destroyers the conditions are more favourable than in the older vessels, but even so the structure in the engine room is specially liable to corrosion and consequently particular care must be taken in the preservation of the frames and plating there.

8. The attention of ships' officers is called to the need for special care and a more detailed examination, and periodic scraping, cleaning and painting.

9. The Superintendents of all Home Dockyards, Rear-Admiral, Gibraltar, Rear-Admiral, Malta, and Commodore-in-Charge, Hong Kong, should, on all future occasions of vessels coming in hand, give special attention to the surveys of leaders and destroyers ordered by the regulations to be carried out.

10. Reports on the Forms S.180 are to specify in detail all defects discovered, and state whether they are new, extensions of previous defects, or caused by the failure of defects previously repaired.

(A.F.O. 1629/31.)

**2343.**—*Issued Confidentially.*

**2810.—Star Shell filled prior to 1920—Expenditure**

(A.S./N.O. 2685/31.—27.11.1931.)

Star shell of dates prior to 1920 were filled when this store was in an early stage of development. The times of burning of stars in these shell are approximately half of those given by star shell filled 1920 or later. The former shell are fully serviceable, but in order to eliminate them as quickly as possible it has been decided that they should be given priority in expenditure. Arrangements are therefore to be made by Officers-in-Charge of Naval Armament Depôts for any star shell available, filled prior to 1920, to be issued in preference to shell filled 1920 and later, and for ships' outfits to be exchanged, where necessary, for the earlier filled shell, as opportunities offer.

2. The quantities of star shell filled prior to 1920 should be reported separately in future stock statements rendered by Naval Armament Depôts.

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## 1932

## 92.—Ventilation Systems in H.M. Ships—Trials—REPORTS

(S. 10744/31.—8.1.1932.)

The following instructions regarding the trials of the ventilating systems of H.M. ships are promulgated for information and necessary action:—

*I.—For ships building.*

1. In ships building, trials of the complete ventilation system, including that of the engine rooms, are to be made as soon as the state of the work permits. The following observations are to be made during these trials, and the results reported to the Admiralty:—

- (a) Revolutions, voltage and current taken by the fan motor.
- (b) Static pressure of the air on the inlet and outlet sides of the fan in inches of water gauge.
- (c) The quantity of air in cubic feet per minute passing through the fan. It will usually be found convenient to obtain this by measuring the mean velocity in the suction trunk. It is desirable to take these measurements at a distance of from 2 ft. to 3 ft. from the fan in a region where the flow is reasonably steady.
- (d) Velocity in feet per minute and quantity of air in cubic feet per minute supplied or exhausted through each orifice throughout the whole fan system. Where the orifice is covered by wire grating, and the quantity of air is measured by an anemometer, the gross area of the opening over which the anemometer operates should be taken.

Before the above readings are taken from any particular orifice, it should be ascertained that all the remaining orifices in the system concerned are also supplying (or exhausting) air at their full normal working capacity. In certain instances, however, where desired by the Admiralty, additional trials are to be carried out when the fan is concentrated on certain compartments.

2. At a convenient opportunity during the completion trials of the vessel a further set of trials is also to be carried out under conditions of "action stations, ship darkened."

3. Under conditions of "gas alarm," the organisation for which will be prepared by ships' officers on the lines laid down in C.A.F.O. 3223/30, certain fans will be running under conditions differing from those which obtain during normal ventilation, *e.g.*, they will be drawing air from the open and discharging through purifiers, coolers, etc., or by adjustment of flap valves in the ventilation system, they will be drawing air from between decks and operating as circulating fans. In such cases further trials are to be carried out under these special conditions.

4. Such of the trials described in paragraphs 2 and 3 as would be repeats of those already made under paragraph 1 may be omitted.

*II.—For completed ships in which modifications are made to ventilation systems.*

In completed ships trials in accordance with paragraphs 1, 2, 3 and 4 above are to be carried out only on the new or altered ventilation circuits.

*III.—General.*

(a) The results obtained in the trials are to be recorded in tabular form on tracings, which should be made up into book form when practicable. Adjacent to each tabulated statement there should be a diagrammatic sketch of the relevant ventilation circuit, showing the lay-out and sizes of trunks, and the positions and sizes of all louvres and orifices, the latter being numbered for convenient reference.

(b) The trials are for the purpose of ensuring that the ventilation systems are working satisfactorily, and are therefore to be carried out as early as practicable in order that such adjustments or modifications as may be found necessary can be made before the ship completes building or refitting as the case may be.

(c) Where the total output through the fan is exceptionally low and cannot be improved by adjustments, the matter should be reported to the Admiralty. The report should be made by telegram if the ship is lying at a home yard, in order that an Admiralty Constructive Officer may inspect the system and advise on any alteration required.

### 131.—*Issued Confidentially.*

## 619.—**Electric Cables and Fittings—Method of Securing in Turrets, also on Bridge Structures, etc., in the Wake of Gun Blast**

(T. 586/32.—11.3.1932.)

The following instructions are to be observed in ships building, and also when re-wiring, in the positions mentioned, as necessary in ships undergoing large repair.

### *Electric cables and fittings in turrets.*

- (i) Wherever considerations of weight, space, accessibility of machinery, and efficient communication between parts of turret, etc., permit, lead-sheathed cables should be carried on non-perforated plating or in conduits.  
Cables, wires, and lamp fittings are not to be fastened directly to the shields or shield supports.
- (ii) Wherever practicable, lamp fittings in gun houses should be attached to the plating carrying the lead-sheathed cables supplying current to the lamp, or where the cables are fitted in conduits, the brackets carrying the lamp fittings should be attached to the conduits.
- (iii) All cable clips, electric fittings, also plating and conduits carrying cables, should be secured by screws or bolts and nuts: welded screw studs should not be used for securing cable clips, fittings and plating, except in cases where their use is the only alternative to the drilling of important watertight structures.
- (iv) Cable clips for lead-sheathed cables should be spaced about half the distance apart specified for general ship work.
- (v) Bends in lead-sheathed cables and wires in close proximity to one another should, as far as possible, be avoided, and all bends should be of maximum radius consistent with appearance and efficiency.
- (vi) Instruments should be fixed to selected positions with a grommet of rubber under the securing lugs.

### *Electric cables and fittings on bridges and other superstructures in positions subject to gun blast.*

#### (A) *Method of fitting cables.*

- (i) Electric cables are to be secured to perforated plating directly mounted on the ship's structure.
- (ii) Sufficient bight of cable is to be left to allow movement between the instruments and cable anchorage. The gland nuts of deck tubes should be provided with a flare or well chamfered.
- (iii) Stout screws and clips are to be used.
- (iv) Clips for small lead-cased cables should be spaced about half the distances apart that are specified for general ship work.

*(B) Method of mounting instruments.*

- (i) All instruments (other than those of pedestal type) and electrical fittings, are to be mounted on plates fastened to the framework of the bridge or other structure. Perforated plating is to be used for small instruments, etc. Plating or straps of thickness compatible with the weight and size of the instrument concerned is to be employed for the heavier instruments, etc.
- (ii) For instruments mounted on plating, etc., the securing bolts are to be insulated by rubber bushes and rubber washers each side of the plating. The bolts securing the plating to the structure are to be insulated by rubber bushes, also washers each side of the plating.
- (iii) In order to secure adequate lengths for the rubber insulating bushes, metal bosses or local thickening plates are to be welded on the plating in the positions where the securing bolts or studs are to be fitted.
- (iv) For pedestal instruments, a base plate is to be bolted to the pedestal, the securing bolts being insulated by rubber bushes and rubber washers each side of the plating. The bolts through the bedding chock or deck planking securing the base plate to the deck are to be insulated by rubber from the base plate. The base plate is to be insulated by rubber from the teak bedding chock or deck planking at all points of contact.
- (v) All instruments are to be secured by stout steel bolts in lieu of brass screws, except that bronze bolts are to be used within 10 ft. of the standard compass.
- (vi) Where instruments having "earth-return" illuminating fittings are mounted on plating that is insulated from the ship's structure, this plating is to be connected electrically to the structure in order to complete the electrical circuit for the illuminating fittings.

Where necessary in ships in commission this work is to be carried out by ships' staffs.

Typical drawings are being prepared by Portsmouth Dockyard and a further A.F.O. will be promulgated when the drawings are available.

As far as practicable, when arranging bridge instruments, priority of consideration should be given to those instruments in which alignment relative to ship is essential so that these are least subject to blast. No relays or other sensitive instruments are to be fitted on outboard screens or in positions where they are likely to be affected by gun blast.

Welded stud fastenings are not to be used for securing cable clips, fittings, and plating, except in cases where their use is the only alternative to drilling important watertight structures.

Cables and fittings on the underside of a deck are to be fixed to plating secured to the beams.

*Note.*—This Order is not to be regarded as authorising alterations and additions to ships generally.

### **944.—Blank Ammunition for 3·7 in. Howitzers**

(A.S. 991/32.—22.4.1932.)

It has been decided to maintain a small stock of blank ammunition for 3·7 in. howitzers for use, if required, on ceremonial occasions.

2. Components sufficient for making up 100 rounds will be distributed, when available, to each foreign station concerned (except East Indies Station, where components for 150 rounds will be required to be maintained), to be held by Armament Supply Officers at the disposal of Commanders-in-Chief, as may be required.

# 1445.—Fuzes, Time, for H.E., Star and Target Smoke Shell— Supply Arrangements

(A.S. 2745/32.—17.6.1932.)

The following further modifications are to be made forthwith in the arrangements for the supply of time fuzes for H.A. guns and for star shell firings, viz. :—

Fuze No. 80/44 is to be used for H.E. (T.F.) shell firings from Q.F., 3 in., H.A. guns, in all ships other than "D" class leader and destroyers ; "S" class submarines and vessels of later construction, until stocks are exhausted, when Fuze No. 198 is to be used for this purpose.

Fuze No. 198 is to be used for H.E. (T.F.) shell firings from Q.F., 3 in., H.A. guns in "D" class leader and destroyers, "S" class submarines, and vessels of later construction.

2. The scheme of supply will now be as follows, viz. :—

Gun.	Projectile.	Six months' Practice.	Balance of outfit (if any).
Q.F. 4·7 in. VIII ...	All natures ...	No. 198 ...	No. 198
Q.F. 4·7 in. IX ...	Star ...	No. 198 ...	No. 198
Q.F. 4 in. V H.A. ...	All natures except target smoke.	No. 198 ...	No. 198
Q.F. 4 in. V H.A. ...	Target smoke ...	No. 192 until exhausted then No. 198.	—
Q.F. 3 in. H.A. (in all ships earlier than "D" class leader and destroyers, "S" class submarines).	H.E. ...	No. 80/44 until exhausted, then No. 198.	No. 80/44 until exhausted, then No. 198.
Q.F. 3 in. H.A. (in "D" class leader and destroyers, "S" class submarines and vessels of later construction).	H.E. ...	No. 198 ...	No. 198
Q.F. 3 in. H.A. ...	Target smoke ...	No. 185 ...	No. 185
B.L. 6 in. ...	} Star ...	No. 81 or 181 until exhausted, then No. 198.	No. 198
B.L. 5·5 in. ...			
B.L. 4·7 in. ...			
B.L. and Q.F. 4 in. L.A. ...			
Q.F. 3 in. ...			
Q.F. 12 pdr. 12 cwt.			

1624.—Issued Confidentially.



**1815.—Docking Ships of “Queen Elizabeth” Class in  
A.F.D. IV and V—Maximum Displacement**

(D. 8564/31.—29.7.1932.)

In view of recent experience it has been decided that the maximum displacement which can be accepted when docking a ship of the “Queen Elizabeth” class in Admiralty floating dock No. IV and Admiralty floating dock No. V is to be taken provisionally as 31,700 tons, the ship being on an even keel at a mean draught of 29 ft.

**1945.—·303 in., Mark VI Ammunition—Use for Aiming Rifles**

(A.S. 3659/32.—12.8.1932.)

Considerable stocks of ·303 in., Mark VI ammunition still remain available, and it is desired to utilise these both at home and abroad to meet all requirements of ·303 in. ammunition for aiming rifles in order to economise in the expenditure of ·303 in., Mark VII ammunition. ·303 in., Mark VII ammunition is only to be used for aiming rifles if ·303 in., Mark VI ammunition is not available and cannot be obtained. Stocks of the latter are not available on foreign stations, but will be distributed as soon as possible.

2. H.M. ships and shore establishments demanding ·303 in. ammunition in future are to indicate clearly on their demands the quantity required for aiming rifles.

3. Boxes containing Mark VI ammunition will be stencilled “For A.R. only.”

**1954.—Propeller Shafting—Corrosion***“V” and “W” Class Destroyers.*

(E.-in-C./D. 3402/32.—12.8.1932.)

Several cases have been reported in “V” and “W” class destroyers of excessive wear of the propeller shafting in the wake of stern gland packing, with proposals for replacements of shafts.

2. It has been decided that a limiting stress of 10,000 lbs. per sq. in., calculated on the mean torque corresponding to 13,500 S.H.P. at 350 revolutions per minute, may be accepted for these vessels before renewal of the propeller shafts should be considered.

3. Where persistent wear is occurring extended stuffing boxes should be fitted to provide a fresh bearing surface for the packing; in cases where this has previously been done, further extensions may be made in the direction of the loose couplings. In all cases the shafts are to be skimmed to provide a continuous unbroken surface in the wake of the packing, and attention should be directed to obtaining reasonable concentricity of the shafting in the stuffing boxes.

**2048.—Contracts—Powers of Local Officers**

(C.P. 7641/32.—26.8.1932.)

*After a tender has been accepted, local officers are in no circumstances, without prior Admiralty approval:—*

- (i) To permit cancellation of the order;
- (ii) To allow amendments of price consequent on alleged error in the contractor's tender; or
- (iii) Except as provided below, to agree to extras or rebates, other than extensions or reductions of a *local* order within the authorised limits of delegated authority (*e.g.*, Articles 715, 716, 902 and 957, Home Dockyard Regulations).

2. This Order is not intended to affect the powers exercised by local officers under A.F.O. 1967/29, paragraph (ii), or by officers in charge of works in regard to extras on contracts.

3. The foregoing instructions will not preclude local officers, *before* any decision is taken on the tenders, from asking a tenderer to confirm his quotation where, by comparison with other tenders received, or otherwise, it is reasonable to suppose that an error has been made.

(A.F.O. 1967/29.)

**2138.—Q.F. Cartridges fitted with No. 9 Percussion Primer—Introduction**

(A.S. 5384/31.—9.9.1932.)

The No. 1 primer at present in supply for certain Q.F. cartridges filled cordite will be gradually superseded by the new No. 9 primer for the following guns:—

Q.F., 4·7 in., IX and IX\*.

Q.F., 4·7 in., VIII.

Q.F., 4 in., V and V\*, for separate loading and fixed ammunition of all types.

4 in., IV and XII, fixed ammunition of all types.

2. No change will be made, for the present, in the type of primer for cartridges for the following guns:—

Q.F., 5·2 in.;

Q.F., 4 in., Mark IV, for separate loading;

Q.F., 3 in., 20 cwt.;

and supply of cartridges fitted No. 1 primer for these guns will continue indefinitely.

3. With a few minor exceptions, all new cartridges fitted in future for the 4·7 in. and 4 in. guns referred to in paragraph 1 will be fitted No. 9 primer, and arrangements are being made for a proportion of existing stocks of cartridges for these guns to be converted to take No. 9 primer.

4. When making supply arrangements in future, endeavour will be made as far as possible to arrange issues so that the outfit of any one ship will have either all No. 9 or all No. 1 primers for any one individual type of cartridge. Armament

Supply Officers will, therefore, make issues or arrange exchanges with this purpose in view whenever supply conditions permit. Some important exceptions to this rule, however, will be unavoidable, especially during the next 12 months, in order that continued facilities may be provided for the expenditure of the oldest cordite cartridges at practice, and other necessary economies may be effected. Considerable stocks of these cartridges at present fitted No. 1 primer will not be refitted with No. 9 primer, and they will continue in supply for some time side by side with similar cartridges of more recent filling fitted with the No. 9 primer.

5. The distribution of the first supplies of Q.F. cartridges fitted with the new primer will commence at an early date, and issues to each individual ship during the next 12 months will be arranged as far as possible in accordance with the following table :—

Gun. (1)	Type of Cartridge. (2)	Primers for Outfit Supply.	
		For Practice. (3)	Remainder of Outfit. (4)
4·7 in., IX and IX*.	Full charge ...	All No. 1 or all No. 9.	As in col. 3
	Reduced charge for star shell.	Do.	Do.
4·7 in., VIII	Fixed ammunition, S.A.P.	—	All No. 1 or all No. 9.
	S.A.P.N.T. ...	—	Do.
	H.E. time fuze ...	All No. 1 or all No. 9.	As in col. 3
	H.A. practice ...	Do.	—
	L.A. practice ...	Do.	—
	L.A.N.T. practice	Do.	—
	Target, smoke ...	All No. 1	—
	Star ...	All No. 1	As in col. 3
4 in., V and V*.	Star N.T. ...	All No. 1 or all No. 9.	Do.
	Full charge for separate loading.	All No. 1	All No. 1 or all No. 9.
	Reduced charge for star shell separate loading.	All No. 1 or all No. 9.	As in col. 3
	Fixed ammunition, S.A.P.	—	All No. 1 or all No. 9.
	S.A.P.N.T. ...	—	Do.
	H.E. ...	—	Do.
	H.E.N.T. ...	—	Do.
	Practice L.A. ...	All No. 1 or all No. 9.	—
	Practice, L.A.N.T.	All No. 1 or all No. 9.	—
	H.E. time fuze ...	Do.	As in col. 3
	H.A. practice ...	Do.	—
	Target, smoke ...	Do.	—
	Star ...	Do.	As in col. 3
	Star N.T. ...	Do.	Do.
	Fixed ammunition, S.A.P.	—	All No. 1 or all No. 9.
4 in. IV and XII.	H.E. ...	—	Do.
	Practice ...	All No. 1 or all No. 9.	—

7 lb. 11 oz. cartridges Mk. XXIV, Foil (No. 1 primer), will be in general supply for practice firing.

6. Where supply conditions may make it impossible to adhere strictly to the arrangements in the foregoing table, sufficient cartridges of one type will be supplied to enable H.M. ships to avoid the use of both types of primer in any one programme of practice firings.

7. The effect on ballistics caused by the introduction of No. 9 primers will be as follows :—

(a) *New lots filled in future and fitted with No. 9 primers.*—These will be adjusted at proof to give the same velocity as existing cartridges fitted with No. 1 primers.

(b) *Lots at present filled with No. 1 primers and converted to take No. 9 primers.*—These lots will give 10 f.s. more velocity than either—

(a) New cartridges fitted with No. 9 primers.

(b) Existing cartridges fitted with No. 1 primers.

Lists of the lots affected will be published from time to time as an amendment to the range tables of the guns affected.

**2447.**—*Issued Confidentially.*

### **2630.—18 in. Sperry Signalling Lamps**

(T. 3125/32.—11.11.1932.)

Cases have recently occurred at sea of the negative control coils of the 18 in. Sperry signalling lamps burning out.

2. These coils are wound with No. 22 gauge enamelled wire giving an approximate resistance of 15 ohms, or they may have been rewound with No. 22 gauge D.S.C.

3. Should the negative control coils on these lamps become defective due to burning out, they should be rewound with No. 20 gauge D.S.C. wire giving approximate resistance of 6-7 ohms. This has been found to give satisfactory results.

4. An adjustment to the control spring is necessary to ensure that the lamp burns at the correct voltage with the rewound coil.

### **2898.—Gun Mountings, 8 in., Marks I and I\*—Internal Washout System—REPORT**

*“ Kent ” and “ London ” Classes, and Yards concerned.*

(G. 6084/32.—16.12.1932.)

The fitting of internal washout system to 8 in., Marks I and I\* mountings, Admiralty Modification No. 57, necessitates boring additional holes through the rear rings and balance weights of the cradles, or, in certain cases, the enlargement of existing holes originally bored for variable run-out control, which work can only be carried out satisfactorily when guns and cradles are removed from the turrets.

2. It has therefore been decided that this modification should not be carried out until it becomes necessary to exchange 8 in. guns in these mountings.

3. The item, however, should be retained in the ships' lists of approved alterations and additions.

4. Whenever it is known that an exchange of guns is to take place, yards concerned are to request Admiralty instructions concerning fitting the modified washout system, an estimate of the cost of the work involved being forwarded at the same time.

5. Arrangements have been made for the delivery of sufficient sets of details for eight cradles to Portsmouth Yard, for issue on demand. Demands should only be forwarded by yards concerned when the details are actually required for fitting.

6. Drawings for guidance in fitting and for estimating purposes will be distributed shortly.

7. *Portsmouth Yard only.*—The eight sets of details to be delivered in accordance with Admiralty Letter C.P.15289/32, dated 28.10.32, should, on receipt, be retained in gun mounting store to meet demands as above, any issue being reported to the Admiralty separately.

**2904.**—*Issued Confidentially.*

### **3009.**—**Domestic Automatic Refrigerators and Cooling Machinery generally—Nomenclature**

(M.F. 2176/32.—30.12.1932.)

The practice of referring to small automatic refrigerators of the household type by a proprietary name, whether foreign or British (*e.g.*, Frigidaire, Marco, etc.), is undesirable, and all such machines are to be known in future as "Domestic Automatic Refrigerators."

2. The nomenclature for cooling appliances of various types is to be standardized as under :—

<i>Description.</i>	<i>Standard Nomenclature.</i>
(i) Machinery for a combination of cooling purposes on board ship, <i>e.g.</i> , meat and vegetable rooms, magazines, ice making, water cooling, air conditioning, etc.	Cooling machinery.
(ii) Machinery for cooling meat and vegetable rooms only.	Refrigerating machinery.
(iii) Machinery for magazine cooling only ...	Magazine cooling machinery
(iv) Machines for making ice only ...	Ice machines.
(v) Small automatic plant for use in ward rooms, messes, etc.	Domestic automatic refrigerators.
(vi) Ice cabinets, Patterns 241 and 242, etc. (page 632 of Rate Book).	Ice-cooled cabinets.

# 1933

## 23.—Felt in Ammunition and Warhead Boxes—Treatment to prevent Mildew

(A.S. 5932/32.—6.1.1933.)

Felt used for packing ammunition, warheads or other explosives will in future be proofed with a solution of dinitro-alpha-naphthol to prevent absorption of moisture and mildew growth.

2. Material so treated will be a bright yellow in colour.

## 25.—Torpedoes—Responsibility for in T/B Flights

(T. 3675/32.—6.1.1933.)

When T/B flights are embarked, the responsibility for torpedoes is defined in King's Regulations and Admiralty Instructions, Article 1243.

2. When a T/B flight is disembarked with torpedoes, the responsibility for them shall rest with the senior officer of the unit, unless such unit is at a Royal Air Force base where there is a Base Torpedo Section or a Royal Air Force torpedo bomber squadron. In the latter case, the officer in charge of the Base Torpedo Section, or the Squadron Torpedo Officer, is to be, under his Commanding Officer, responsible for the maintenance of all torpedoes.

3. Instruction with regard to the calculation of air charges, the testing of pressure gauges and other routine subjects is to be given to disembarked flights by the Base or Squadron Torpedo Officer where applicable; otherwise by the Torpedo Officer of the carrier.

4. Returns of torpedo running are to be rendered by the aircraft carrier to include all running done by T/B flights belonging to the ship, whether carried out from the ship or from the shore base. Reports of loss and damage are to be rendered by the Base or Squadron Torpedo Officer, where applicable, to the Commanding Officer of the carrier, through the Officer Commanding the R.A.F. base or station. When there is no Base or Squadron Torpedo Officer, the Senior Officer of the disembarked unit will render the report through the same channels.

5. History sheets are to be completed under the direction of the Base or Squadron Torpedo Officer, where there is one; otherwise by the Senior Officer of the disembarked unit.

6. Torpedoes are to remain on the store charge of the Gunner (T) of the aircraft carrier, adjustments being made as necessary if the torpedoes are lost, or so damaged as to cause their return to a torpedo dépôt.

7. The number of torpedo ratings to be landed with the flights should normally be in addition to the usual complement of Naval ratings—

- 1 E.A.,
- 1 Leading Seaman L.T.O.,
- 2 Able Seamen S.Ts.,

to each flight landed.

In addition, ratings attached to the headquarters flight in an aircraft carrier where two torpedo bomber flights are carried—

- 2 E.As.,
- 1 Petty Officer T.G.M.,
- 2 Leading Seamen L.T.Os.,
- 3 Able Seamen S.Ts.,

are to be considered available so far as the routine work on board the carrier permits.

8. The actual number of ratings is to be determined by arrangements between the officer commanding the carrier and the officer commanding the R.A.F. base or other shore station concerned.

9. Naval ratings thus disembarked with a torpedo bomber unit are to be placed, so far as their technical duties are concerned, under the control of the Senior R.A.F. Torpedo Officer of the base, or the Torpedo Officer of the Royal Air Force Squadron, where there is one, or under the Senior Officer of the disembarked units as the case may be.

10. Arrangements have been made with the Air Ministry for the issue of these instructions in the Air Ministry Orders.

## **27.—Ships' Searchlight Equipment—Instructions for carrying out Trials after Modernisation**

(T. 3409/32.—6.1.1933.)

When the searchlight equipment of ships is modernised by the addition of power control, trials are to be carried out by officers of H.M.S. "Vernon."

2. The Superintending Electrical Engineer of the dockyard at which the work is carried out should be associated with these trials.

3. It is desirable that these trials should be carried out at some convenient opportunity when the ship is at sea, and this should be arranged whenever possible. The time required for the trials should not exceed two hours.

## **161.—Director Firing Gear—Gyro Firing Gear Spares for Depôt Ship or Base—REPORTS**

*Leaders, Depôt Ships and Establishments concerned.*

(G. 24/33.—20.1.1933.)

In future all flotilla spares for gyro firing gear in destroyers will be retained at the respective bases or in depôt ships. A revised allowance has also been decided upon.

2. The arrangements detailed hereunder do not affect the small quantity of spares and accessories normally carried on board each vessel, *e.g.*, springs for "C" adjustment and "B" adjustment—one of each; tools and cleaning gear—1 set; light filters—1 set of 3; contact rollers—1 set, and vaseline.

3. Column 2 of the following schedule indicates the revised allowance of base spares for gyro firing gear of leaders and destroyers.

4. Columns 3, 4, 5 and 6, of the schedule represent the supplementary quantities to be supplied, which, together with the flotilla spares at present available on board the depôt ship or leaders concerned, were required to make up the revised allowance shown in column 2.

5. The quantities in column 3, to be issued to "Sandhurst" for the 1st, 3rd and 4th Flotillas, are additional to the base spares purchased under the contract for the supply of the component and spare instruments of "Acasta" and "Beagle" classes (C.P. 13771/29).

6. *Schedule of Spares.*

Col. 1.	Col. 2.	Col. 3.	Col. 4.	Col. 5.	Col. 6.
Item.	Allowance per Flotilla.	Items being supplied to supplement Spares at present on board Depôt Ship and Leaders.			
		"Sandhurst," for 1st, 3rd and 4th Flotillas.	8th Flotilla.	5th Flotilla.	6th Flotilla.
Bearings and ball races for rotor spindle.	2 pairs	—	—	1 pair	1 pair
Escapement levers ...	1	3	1	1	1
Gymbal bearings ...	1 pair	3 pairs	1 pair	1 pair	1 pair
Springs for C adjust- ment.	1 set	3 sets	1 set	1 set	1 set
Hardened steel and pieces for rotor spindle.	6	—	—	—	—
Rollers engaged in spiral of prism disc.	1	3	1	1	1
Springs for adjustment B.	1	1	1	1	1
Complete gyro (in stowage box).	1	1	—	1	1
Gyro gymbal sights ...	1 pair	1 pair	1 pair	1 pair	1 pair
Eccentric collar ...	1	1	1	1	1
Tools and cleaning gear	1 set	1 set	1 set	1 set	1 set
Springs for relay armature.	2	2	2	2	2
Relay contact blades ...	1 pair	1 pair	1 pair	1 pair	1 pair
Light filters ...	1 set of 3	1 set of 3	1 set of 3	1 set of 3	1 set of 3
Screws, bolts and nuts for sight.	1 of each	1 of each	1 of each	1 of each	1 of each
Screws, bolts and nuts for relay.	1 of each	1 of each	1 of each	1 of each	1 of each
Wick ...	1 ft.	1 ft.	1 ft.	1 ft.	1 ft.
Vaseline ...	1 tin	—	—	—	—
Steel balls, .125 in. dia.	12	36	—	12	12
Complete relays ...	1*	—	—	1	
Spring contact for gyro	2 sets	—	—	—	—
Contact rollers ...	4	—	—	—	—
Contact discs ...	3	—	—	—	—

\* 1 for two flotillas.

7. It has been decided that flotilla spares, exclusive of complete relays for the Home Fleet destroyers, shall in future be stored at Portsmouth, Chatham, and Devonport Yards on the basis of a set for one flotilla at each port. Base spares for the 8th Flotilla are to be stored at Hong Kong Yard. (Complete relays will be carried by the Senior Officer's vessel, *e.g.*, "Centaur.")

The flotilla sets for Mediterranean destroyers will continue to be carried on board "Sandhurst," and will be the quantities necessary for *three* flotillas.



**186.—Submarine Periscopes—REPORTS**

(N.S. 110/33.—20.1.1933.)

Repairs to submarine periscopes which are beyond the capabilities of the periscope E.R.A. of a submarine dépôt ship will be carried out, as far as practicable, at Fort Blockhouse, and all instruments needing such repair should be forwarded to that establishment. A small working reserve of stores of a special nature required for such work may be maintained at Fort Blockhouse, and should be replenished by demands on the Superintending Naval Store Officer, Portsmouth.

2. On receipt of periscopes for repairs at Fort Blockhouse, that establishment will acquaint the Admiralty if the repairs required are beyond local resources.

3. On a submarine being ordered to pay off, except when ordered to recommission very shortly afterwards, the periscopes should be removed and placed in the dépôt ship if practicable. When it is not possible to do this, the dockyard at which submarine pays off should remove the periscopes and forward them to Fort Blockhouse. The removal and receipt in dépôt ship or despatch to Fort Blockhouse should be reported to the Admiralty.

4. In view of the expense of forwarding periscopes by rail, owing to their length, they should be sent from home ports to Fort Blockhouse by store carrier, via Portsmouth Dockyard, whenever possible, rail transport being resorted to only in cases of urgency when free water freight is not likely to be available in the near future. Similarly when periscopes have to be sent from Fort Blockhouse to contractors for repair, arrangements should be made with the Superintending Naval Store Officer of Portsmouth Dockyard for the most economical means of transport possible.

5. Periscopes should always be despatched in their special wooden cases.

6. Any re-allocation of periscopes should be reported to Admiralty and Rear-Admiral (S), through the Administrative Authority, at the time the change takes place.

7. Attention is called to the necessity of referring to periscopes by their type and number when mentioned in correspondence.

8. This Order is also applicable to foreign stations.

**236.—Vessels—Insurance during Refit or Repair**

(C.P. 23406/32.—27.1.1933.)

*(This reprint embodies A.F.O. 508/37.)*

It has been decided that when H.M. vessels are entrusted to contractors for repairs, refits, etc., and are not under effective Naval control but remain in the charge of the contractors during such work, the firms are to be required to accept full responsibility for the vessels. In future invitations to tender (except as indicated in paragraph 3 hereof) firms should be informed of the value of the vessel, including armament, stores, etc., for insurance purposes, and asked to quote a price for repairs, etc., *inclusive* of insurance for the whole period involved.

2. It should always be made clear to the contractors that they are required to accept full responsibility for the vessel, including armament, stores, etc., and also for any stores or fittings belonging to the vessel which may be landed either prior to or during the repairs and temporarily stored on contractors' premises, for the whole period whilst they are in their charge, and that, as it is their liability in this connection which is required to be insured, the insurance should be taken out in the names of the contractors alone and not in the names of the Lords Commissioners of the Admiralty. The insurance policies, which should also cover articles landed from the ship and stored on contractors' premises, would be required to be deposited with the Admiralty or local Naval Authorities. The contractors should always be required to record in writing their acceptance of full responsibility for the vessel, stores, etc.

3. The Admiralty, however, will accept the risks while vessels are undergoing docking or refit when full or part Naval crew is on board and is in effective control of the vessel. Insurance by contractors will not then be necessary.

Before tenders are obtained, therefore, it will be necessary for the Commanding Officer to consider whether the vessel will be under effective Naval control throughout the whole of the period of the repairs: if not, the procedure indicated in paragraphs 1 and 2 of this Order should be followed, care being taken to see that insurance has been effected before the vessel is handed over to the contractors.

4. When articles belonging to a ship undergoing refit or repair are required to be landed for temporary storage in a private dockyard, a list, in duplicate, of such articles should be prepared by the officers concerned. One copy should be retained by the firm and the other copy (duly receipted by a responsible representative of the firm) should be retained by the Commanding Officer for record.

Every care should be exercised by ships' officers in all such cases to ensure that no action is taken by them (*e.g.*, holding keys of lock-up buildings placed at ship's disposal by the contractors) which would afford any ground for the repairing firms to repudiate their liability for losses and damage.

5. Where it is the practice for explosives to be removed from H.M. ships refitting and stored in a private magazine, the insurance effected is to cover the value of such explosives when they are not in Naval custody. No insurance, however, need be effected for explosives landed and stored at Maluchaio magazine or at Pootung, Shanghai, in view of the special conditions.

6. Similar principles to the foregoing are to be applied to Royal Fleet Auxiliaries undergoing docking or refit by contract, and insurance by contractors will be necessary unless the vessel's full or part complement of R.F.A. officers is on board and is in effective control of her.

7. The Admiralty will accept risks of loss in respect of H.M. ships and vessels undergoing refit or repair in Dominion Government or Indian Government dockyards and such risks should not therefore be insured.

The Governments of India, Canada, Australia, New Zealand, and South Africa accept full responsibility for any of their vessels which may be sent to Admiralty dockyards for repair or refit.

8. These decisions are to apply to vessels at home or abroad.

9. The insurance referred to in paragraph 1 should include any short intermittent periods during which the vessel may be undergoing trials, etc., notwithstanding that the vessel might then be under Naval control.

### 396.—*Issued Confidentially.*

## 473.—**Towed Sleeve Targets—Precautions to Prevent Damage to Aircraft by Lightning**

(N.A.S. 3174/27.—24.2.1933.)

*Bonding of Sleeve Target Towing Apparatus.*—All metal parts of target towing apparatus used for anti-aircraft and machine gun practice must be properly bonded to the earth system of the aircraft.

2. *Towed Sleeve Target Practice during Thundery Weather.*—No hard and fast rule can be given as to when conditions become dangerous; the following, however, classifies the atmospheric conditions in order of their danger:—

- (i) Clear sky. No danger whatever.
- (ii) More or less cloud, but no precipitation. Danger so remote that it can be neglected.

- (iii) Steady light rain. Very little danger.
  - (iv) Showery rain, especially from detached clouds. The danger is sufficiently great to make it advisable not to tow sleeve targets.
  - (v) Heavy showery rain, hail or snow (light or heavy). The danger is very real and targets should not be towed.
  - (vi) Visible electrical discharges, far or near. The danger is great and increased with nearness of the discharges. To tow a sleeve target in these conditions is definitely dangerous.
3. Sleeve target towing should be carried out only if the weather conditions are as given under (i), (ii) or (iii) above.

### 533.—Boats' Slings—Annual Tests and Replacements

(D. 1237/33.—3.3.1933.)

The following instructions supplement existing instructions and cancel those which are not in agreement. In any case of doubt the matter should be referred to the Admiralty.

2. The annual test of a sling or bridle is to be twice its working load. The working load is to be taken as the pull in the sling or bridle when the boat, complete with equipment, fuel and the number of men usually lifted with the boat, is suspended at the davits or other lifting appliance.

3. The lifting weights of the boats may be assumed to be:—

<i>Power Boats.</i>						<i>Weight (with 2 men) Tons.</i>
35 ft. motor pinnace (8 knots) ...	...	...	...	...	...	5.3
35 ft. motor barge (8 knots) ...	...	...	...	...	...	5.5
35 ft. motor pinnace (15 knots) R.A.F. type ...	...	...	...	...	...	3.8
30 ft. motor pinnace ...	...	...	...	...	...	4.6
28 ft. motor boat (surveying) ...	...	...	...	...	...	5.1
25 ft. motor boats (old type) {	general service surveying ...					2.8
25 ft. motor boats (new type) {						3.3
built since 1929) ...	12-14 H.P. ...					2.4
20 ft. motor boat (8 knots) ...	23-25 H.P. ...					2.7
20 ft. motor boat (6 knots) ...	...	...	...	...	...	2.2
45 ft. motor launch ...	...	...	...	...	...	1.9
42 ft. launch with auxiliary motor ...	...	...	...	...	...	12.5 (3 men)
36 ft. pinnace with auxiliary motor ...	...	...	...	...	...	9.9
36 ft. motor and pulling pinnace ...	...	...	...	...	...	7.0
34 ft. cutter with auxiliary motor ...	...	...	...	...	...	6.5
32 ft. cutter with auxiliary motor ...	...	...	...	...	...	4.3
32 ft. motor cutter ...	...	...	...	...	...	4.1
16 ft. motor dinghy (surveying) ...	...	...	...	...	...	3.6
13½ ft. motor dinghy (submarines) ...	...	...	...	...	...	1.0
	...	...	...	...	...	0.7

<i>Pulling and Sailing Boats.</i>						<i>Weight (with 2 men) Tons.</i>	<i>Weight (with full crew) Tons.</i>
36 ft. sailing pinnace ...	...	...	...	...	...	5.5	—
34 ft. sailing cutter ...	...	...	...	...	...	2.9	3.9 (16 men)
32 ft. sailing cutter ...	...	...	...	...	...	2.6	3.6 (16 men)
30 ft. sailing cutter ...	...	...	...	...	...	2.2	3.1 (14 men)
30 ft. gig ...	...	...	...	...	...	1.4	—
27 ft. whaler ...	...	...	...	...	...	1.3	1.7 (7 men)
25 ft. whaler ...	...	...	...	...	...	1.2	1.6 (7 men)
20 ft. cutter gig ...	...	...	...	...	...	0.8	1.1 (6 men)
16 ft. dinghy ...	...	...	...	...	...	0.7	1.0 (6 men)
13½ ft. dinghy ...	...	...	...	...	...	0.6	—

4. Slings and bridles are not to be tested "as a whole," but each leg of the sling or bridle is to be tested separately.

5. The ring at the upper end of the bridle of derrick-lifted boats is to be tested to twice the lifting weight of the boat. The Robinson's hooks of davit-lifted boats are to be tested to the lifting weight of the boat.

6. The ring connecting double-legged slings is to be tested—

(a) in davit-lifted boats, to the lifting weight of the boat or to twice the working load in either of the sling legs, whichever is the greater;

(b) in derrick-lifted boats, to twice the working load in either the bridle or sling legs, whichever is the greater.

7. The annual test applied is not to exceed the proof test of any component part.

8. If new slings have to be provided or any component parts replaced the principles to be followed are—

(i) The factor of safety, *i.e.*, the ratio of the ultimate strength of any part to its working load, should not be less than 6.

(ii) The annual test (twice the working load) should not exceed 80 per cent. of the proof test of any component part.

### **617.—Re-Engined, 20 ft., 6 knot Motor Boats—Ballast and Maximum Number of Men to be Carried.**

(D. 1073/33.—10.3.1933.)

About 4 cwt. of ballast is to be fitted and secured as low down as possible in 20 ft. motor boats (6 knot type) that have been re-engined with 4-cylinder engines. The ballast should be drawn from a dockyard (if not available on board the ship carrying the boat) and the work should be carried out by the ship's staff.

The number of persons carried in these re-engined boats is not to exceed 15 in smooth water. Attention is drawn to the directions in clause 5, Article 1129, of King's Regulations and Admiralty Instructions, in regard to the reduction of the numbers to be carried according to the judgment of the responsible officer in any but the most favourable conditions.

Similar ballast is to be fitted by the dockyard concerned to any re-engined 20 ft. motor boats (6 knot type) before being issued to ships, and future issues will accordingly not require ballasting by the ship's staff.

### **620.—Bullet-proof Plating—Welding of Studs**

(D. 14223/32.—10.3.1933.)

Recent trials have shown that, by the use of good electrodes and careful procedure, steel studs can be efficiently welded to bullet-proof plating, and that the studs are not loosened by the impact of bullets in their vicinity, nor is the bullet-resisting quality of the plating appreciably affected.

2. Provided the safeguards referred to above are observed and discretion used as to the spacing of the studs, there is no objection to the electric welding of steel studs to bullet-proof plating for the attachment of cables, instruments, etc.

3. Non-ferrous studs are not to be welded to bullet-proof plating by the Cyc-Arc process.

### **725.—D.S.E.A.—Provision for Additional Personnel on board Submarines during Sea Trials**

(M.F. 0434/33.—24.3.1933.)

In order that all additional personnel at sea in submarines during trials may be equipped against possible accident to the same extent as is now accepted for submarine officers and crew, the following organisation is to be brought into effect as soon as practicable:—

*New Construction Sea Trials.*

(a) *Contract-built submarines.*—The Principal Ship Overseers concerned are to include a statement in their proposed programme of trials giving the maximum numbers of officers and men in excess of submarine complement who will proceed to sea for trials. Numbers for surface and diving trials are to be shown separately.

(b) *Dockyard-built submarines.*—The Admiral or Captain Superintendent of the dockyard concerned is to carry out the same procedure.

2. On receipt of the proposed programme at the Admiralty, the number of Admiralty representatives will be ascertained, and the total number additional to complement will be communicated to Rear-Admiral (S), who should make all necessary arrangements with the dockyard or firm concerned for the supply of the necessary D.S.E.A. and instruction of personnel in the operation thereof.

3. The number of D.S.E.A. to be supplied should be as follows:—

*Diving Trials.*—As laid down, *i.e.*, one for each person on board during diving, plus one third of this number.

*Surface Trials.*—Total number of sets should provide one for each person on board.

4. Supply of and instruction in the use of D.S.E.A. should be carried out whenever possible at the same time as the escape equipment trial now included in programmes.

5. *Sea Trials after refit.*—(a) *At home.*—The Admiral or Captain Superintendent of the dockyard concerned should inform Rear-Admiral (S), as soon as known, of the maximum number of officers and men, in excess of submarine's complement, who will embark for sea trials. Numbers for surface and diving trials to be shown separately. Rear-Admiral (S) should arrange for the supply of the necessary extra outfits on the scale indicated in paragraph 3, and he should take the necessary steps with the dockyard officers as regards instruction of personnel concerned beforehand.

(b) *Abroad.*—The Rear-Admiral or Commodore in charge of the dockyard concerned should arrange as necessary for the supply of D.S.E.A. on similar lines for additional personnel embarked in submarines for trials after refit. Twelve additional sets are being supplied to Malta and Hong Kong Dockyards as soon as available to meet these requirements, and suitable arrangements should be made for their preparation and the instruction of personnel to be supervised by a submarine officer.

6. Pending supply of these sets for dockyards, the requirements of paragraph 3 should be met as far as possible by the use of sets which may be available for loan from other submarines or from the depot ship at the time of the trial.

7. When the projected training tanks are completed at Hong Kong and Malta, these dockyard sets should be taken over by the officer in charge of training, who should issue the equipment and give the necessary instruction as required. Instruction in the tank is not to be given to dockyard personnel.

### **773.—Pumps for Fire Service, etc.—Additional 50-ton Pump**

*“Kent,” “London,” “York” and “Norfolk” Classes and Dockyards*

(G. 1568/33.—31.3.1933.)

An additional 50-ton electrically driven centrifugal pump is to be fitted forward in each ship of the above classes, to supplement the existing arrangements for pumping, fire service, etc.

2. Action to purchase the pumps will be initiated at the Admiralty.

3. Drawings showing the positions of the pumps and their connections to the sea, main suction and main service, are to be prepared and submitted by Portsmouth Dockyard for “Kent,” “London” and “Dorsetshire” classes, and by Devonport Dockyard for “York” and “Exeter.”

4. The pumps and connections to be fitted generally as follows:—

*"Kent" Class.*—Pump in refrigerating machinery compartment 56-69, S. platform deck, with sea inlet and discharge arrangements and connections to main service and main suction similar to those already provided for the existing forward 50-ton pump.

*"London" and "Dorsetshire" Classes.*—Pump on platform deck in lobby outside the lower steering position, with sea inlet and discharge arrangements and connections to main service and main suction similar to those already provided for the existing forward 50-ton pump.

5. The fitting of the additional 50-ton pumps is not to be carried out until the vessels concerned are taken in hand for large repair.

### 831.—Electrical Batteries—Removal

*Submarines*

(T./N.L. 3797/32.—6.4.1933.)

All electrical batteries are to be removed from submarines before being placed under police control.

### 933.—A.W. Tubes Fitted with Cordite Impulse Gear

*All Cruisers so fitted earlier than "Leander"*

*All Leaders and Destroyers so fitted earlier than "Exmouth" and "Eclipse" Class, and Dockyards*

(T. 3916/32.—13.4.1933.)

When the cordite impulse gear in the above-mentioned vessels becomes defective and refit is necessary owing to wear of the inner valve bodies, the gear is to be modified as shown in E.F.O. 21/33 (1-2), an item for the work being included in the defect list.

### 981.—Second Steaming Light—Exemption

*Vessels and Dockyards concerned.*

(D. 2767/33.—20.4.1933.)

In connection with the application of the revised "International Regulations for preventing Collisions at Sea" to H.M. ships, the following classes of vessels are to be exempted completely from carrying a second steaming light:—

- (i) Submarines.
- (ii) Monitors.
- (iii) "P" boats.
- (iv) River gunboats.
- (v) Destroyers previous to "Amazon" and "Ambuscade."

2. The following vessels are not to be fitted with a second steaming light until brought forward for service:—

"Argus."	"Canterbury."	"Comus."	"Snapdragon."
"Caledon."	"Castor."	"Concord."	All minesweepers
"Calypso."	"Champion."	"Foxglove."	in reserve.
"Cambrian."	"Constance."	"Rosemary."	

### 1185.—Machinery Installations—Detection of Cracks

(D. 5560/33.—18.5.1933.)

Experience indicates that the location of the end of a crack in a machinery part by the use of a magnifying glass alone is a matter of some uncertainty.

2. Where it is considered necessary in connection with machinery upkeep and maintenance to drill a hole to check the further extension of a crack, the metal should, wherever this is possible, be polished with fine emery cloth and etched with a dilute solution of nitric acid, the course of the crack being then traced by magnification before a suitable location for the hole is decided upon.

(C27002)

P

1226.—*Issued Confidentially.*1234.—**Ball and Roller Bearings and Balls—Instructions for Purchasing**

(C.P. 3991/33.—25.5.1933.)

Standard rigid ball and roller bearings up to 4 in. diameter bore, and steel balls of scheduled sizes :—

(a) A new standing contract has been arranged with the Hoffmann Manufacturing Co., Ltd., of Chelmsford (C.P. 1045/33/765, dated 11th February, 1933), for standard rigid ball and roller bearings up to 4 in. diameter bore and for steel balls of certain specified sizes.

(b) Copies of this contract, with schedule showing discounts from list prices for bearings, together with sizes and prices of steel balls included, have been circulated.

(c) Running tests on standard ball and roller bearings obtained under the standing contract are not required, the makers' guarantee being acceptable in all such purchases.

Orders for steel balls BELOW  $\frac{1}{2}$  in. diameter, placed under this standing contract, should be for lots of one gross or multiples of one gross, *i.e.*, fractions of grosses should not be ordered in these smaller sizes.

2. Standard bearings above 4 in. bore, all self-aligning bearings, special types or bearings for special purposes where tests are required; also steel balls of non-scheduled sizes and balls of other materials :—

(d) Within the approved limits for local purchase, requirements for all bearings *not* included in the above standing contract are to be obtained by competitive tender, the following firms being invited to quote :—

The Hoffmann Manufacturing Co., Ltd., Chelmsford.  
Ransome & Marles Bearing Co., Ltd., Newark-on-Trent.  
The Skefko Ball Bearing Co., Ltd., Luton, Beds.

*(The Cooper Roller Bearings Co., Ltd., of Kings Lynn, also may be invited to tender for special roller bearings to Admiralty specification.)*

(e) Such bearings would include trunnion bearings, conical rollers, ball and roller bearings for swash-plate engines for gun mountings, and roller bearings for pivots of torpedo tubes. The running tests, etc., as given on the approved drawings, should still be specified when calling for tenders for these items.

(f) Future invitations to tender for these items are to contain the following clause :—

“The articles are to be manufactured in this country from British materials, including steel produced in the United Kingdom. Please confirm that this condition will be observed.”

A similar condition is also to be included in any orders placed.

(g) In order that all approved makers of ball and roller bearings may be given an equal opportunity of quoting as sub-contractors to main contractors for machinery, gun mountings, etc., the following procedure is to be strictly observed when preparing drawings and specifications :—

(i) Wherever possible, no reference should be made to any particular make or maker's type number of ball or roller bearing.

(ii) Where it is necessary, for any reason, to refer to the type number or name of one particular maker, the words “Or equivalent” are to be added in a prominent manner whenever alternative makes or types exist.

(iii) In the comparatively rare cases where it is essential that only one particular make of bearing shall be used, that fact is to be specifically stated.

### 3. Bearings for gyro compasses :—

(h) The above instructions do not apply to bearings for gyro compasses, which are supplied to the Admiralty Compass Observatory under a special contract.

(A.F.O. 1816/33.)

**1457.—E.A. Plants—Secondary Compressors***Ships concerned and Dockyards*

(T. 1008/33.—22.6.1933.)

Trouble has been experienced in one of H.M. ships with the working of the secondary compressors of Messrs. Weir's manufacture in connection with the E.A. plant.

2. The following information is promulgated for general guidance:—

- (i) The guide bushes to the third and fourth stage suction and discharge valve cages are made of a special leaded bronze to ensure a suitable rubbing surface for the monel metal valves when using distilled water lubrication. The water lubrication should be adjusted when running, so that the water jet strikes the top of the sight globe. The composition of the leaded bronze alloy should be:—

Copper	...	...	...	74 per cent.
Tin	...	...	...	12 "
Zinc	...	...	...	2 "
Lead	...	...	...	12 "

Material of the above composition should be used for all future replacements of the valve cage bushes.

- (ii) When fitting new bakelite plunger rings to the third and fourth stages, the gap clearance should be  $\frac{1}{1000}$  in. to  $\frac{1}{500}$  in., and the axial clearance should be such as to allow the rings being turned by hand without any perceptible longitudinal shake.

**1516.—Torpedo Tubes—Gauging and Clearance of Bow Caps, Bow Shutters and Stern Caps—REPORTS***Submarines and Dockyards*

(T. 1400/33.—29.6.1933.)

*(This reprint embodies A.F.Os. 361/34 and 2093/34.)*

Submarines in commission or in immediate reserve are to have their torpedo tubes gauged on each occasion of refit. The gauging is to be carried out "afloat" just prior to docking and also "in dock," except in "H," "L" and "L.50" classes in which vessels the tubes are to be gauged "in dock" only.

2. An item for this work is to be included in the defect list, the gauging being carried out by the dockyard concerned. Should a tube fail to pass a satisfactory test, or, if at any time between refits difficulty is experienced in loading, gauging should also be carried out at the intermediate docking of the particular vessel affected.

3. In submarines building, and in submarines in commission or immediate reserve on each occasion of docking, the clearances between the bow caps, bow shutters, or stern caps, and the path of the torpedo, and also where applicable the clearances between the interlocking gear and the firing gear, are to be carefully measured. Adjustments are to be made to obtain the following clearances.

4. *Clearances of Bow Caps, Bow Shutters and Stern Caps.—*

- (a) *Bow Tubes.*—In all submarines, except "Shark," "Sealion" and later "Swordfish" class, with the bow cap and shutter fully open, the clearance is to be not less than 2 in.

In "Shark," "Sealion" and later "Swordfish" class, with the bow cap fully open, the clearance is to be not less than  $1\frac{1}{2}$  in.

- (b) *Bow Tubes.*—In all submarines, except "Shark," "Sealion" and later "Swordfish" class, with the bow cap and shutter in the "just fire" position, the clearance is to be not less than  $1\frac{1}{2}$  in.

In "Shark," "Sealion" and later "Swordfish" class, with the bow cap in the "just fire" position, the clearance is to be not less than 1 in.



- (c) In "O" and later classes, the difference between the clearances in the "fully open" position and the "just fire" position is to be not less than  $\frac{1}{2}$  in.
- (d) *Stern Tubes*.—With the stern cap fully open, the clearance is to be not less than  $3\frac{1}{8}$  ins.
- (e) *Stern Tubes*.—With the stern cap in the "just fire" position the clearance is to be not less than  $2\frac{3}{8}$  ins.
- (f) *Stern Tubes*.—The difference between the clearances in the "fully open" position and in the "just fire" position is to be not less than 1 in.

#### 5. Clearances with Elswick Firing Gear.—

- (a) In the "just fire" position the palm on the interlocking gear is to be just clear of the solenoid button on the firing gear.
- (b) With the bow cap wide open, the clearance between the interlocking palm and the solenoid button is to be not less than  $\frac{1}{4}$  in.
- (c) The vertical clearance between the palm and the solenoid button is to be not less than .025 in. and not more than .035 in.

6. *Method of Measuring Clearances.—Bow Caps*.—A base board measuring approximately 30 ft. by 8 ins. by  $1\frac{1}{4}$  ins. should be used as a datum line. This board should be secured against the inner side strip of the torpedo tube in such a position that its upper surface lies in the horizontal plane through the centre of the tube as shown on the drawing E.F.O. 60/33.

The clearances should be measured from the upper inboard edge of the straight edge.

At intermediate dockings the clearances may be measured by using a taut wire stretched along the axis of the tube.

*Stern Tubes*.—A similar method is to be used for measuring the stern cap clearances, the board being fixed in a vertical position against the inner surface of the top strip and with one edge in a vertical plane through the centre line of the tube. The clearances should be measured from the upper edge of the straight edge on the vertical centre line of the tube.

In vessels which have bow caps fitted with wooden pads which project above the surfaces of the caps, the clearances are to be measured to the surfaces of the pads.

#### 7. Methods of Obtaining the Requisite Clearances.—

- (a) By reversing bolts in link gear or by fitting bolts with special cheese heads. These bolts are often found to foul each other as the shutter opens, and by reversing them they will pass clear.
- (b) By ensuring that "bye-pass" lever (power to hand) is in *Full Open* position prior to operating by hand. It has been found that this lever is sometimes strained and that the bye-pass is not fully open. This causes trapping of the telemotor oil in the power cylinder, which prevents full travel by hand being obtained.
- (c) Stiffening angles of shutters sometimes foul the vertical support of horizontal division plates between apertures of upper and lower tubes. A small amount of cutting away of these angles at the forward end of the shutter will make a marked difference to the clearance at the rear end.
- (d) By planing off the surface of the wooden pad on the bow cap in vessels so fitted.
- (e) By dishing the shutters. This action is only to be taken in submarines fitted with A.I.V. gear, and a sketch is to be forwarded to the Admiralty for approval before such work is put in hand.
- (f) By renewing the lug on the after end of the shutter which engages with the bow cap.

8. *Inability to Obtain Clearances Laid Down*.—In submarines other than those fitted with A.I.V. gear, difficulty may be experienced in obtaining the clearances laid down in paragraph 4. In such cases a report giving the

clearances obtained is to be forwarded through the Administrative Authority to the Admiralty where each case will be judged on its merits. The report should also state what modifications, if any, are practicable to improve the clearances in order than consideration may be given as to whether the alterations should be carried out.

Where A.I.V. gear is fitted, however, these clearances must be obtained to enable torpedoes to go clear.

9. For "Shark" class and later "S" class vessels the structure at the hull orifices should be examined on each occasion of docking, and if there is any reason to believe that the structure in this region has been damaged, the clearances at the orifice should be reported for each vessel.

10. *Reports*.—On all occasions of the clearances being checked, reports should only be forwarded where it has been found impossible to obtain the clearances laid down in paragraph 4.

### 1573.—*Issued Confidentially.*

### 1661.—Torpedo Tubes—Modified Latch Trippers

*Submarines "Oberon," "Odin," "Parthian," and "Rainbow" Classes, "Swordfish," "Sturgeon," "Starfish," "Seahorse," "Thames" and "Porpoise"*

(T. 1666/33.—13.7.1933.)

When existing latch trippers require replacing, the replace trippers are to be made to the dimensions shown in E.F.O. 59/33.

### 1725.—Alterations and Additions

(D. 15226/32.—20.7.1933.)

The following instructions, which embody decisions contained in Admiralty Fleet Orders previously issued, but revised as necessary, are promulgated for information and guidance :—

#### ALTERATIONS TO COMPLY WITH NAVAL MAGAZINE REGULATIONS DEPÔT SHIPS, AUXILIARY VESSELS AND VESSELS IN RESERVE

(A.F.O. 1701/22.)

Alterations, etc., which may be necessary to comply with the Naval Magazine Regulations in any of these vessels which have no ammunition on board, are to be deferred until the vessels again carry ammunition or are brought forward for service.

An estimate giving full details and cost of carrying out proposed alterations should be forwarded as early as possible for such vessels as are ordered to be brought forward for further service, and Admiralty approval obtained before the work is taken in hand.

#### SHIPS TAKEN IN HAND AT DOCKYARDS FOR LARGE REPAIR OR RECONSTRUCTION

(A.F.O. 283/23.)

As soon as the approval of the Board has been given for the inclusion in the Sketch Estimates for an ensuing financial year of specific ships under the heading of Reconstruction or Large Repair, the Admirals Commanding the Squadron, etc., to which the ships are attached will be so notified in order that full lists of approved and proposed alterations and additions desired to be carried out may be forwarded as soon as possible.

The lists so forwarded are to be comprehensive and are to contain all known requirements. After decisions have been given thereon, the repairing dockyards will be informed of the approved items, in order that the Board may be furnished, before the commencement of the work, with reliable estimates of the cost involved,

Should the necessity arise at a later date to submit supplementary items of alterations and additions, a special report should accompany each proposal giving detailed reasons for the necessity of the item and why it was not included in the original list.

The above procedure has been adopted with a view to compiling, before a ship is taken in hand by dockyard, a detailed list of the work to be carried out, thus avoiding submitting supplementary items during the progress of the work, which may entail delay in completion of the ship, and increased cost.

**IMPORTANT ITEMS WHICH CANNOT BE TAKEN IN HAND OWING TO SHORTAGE OF WORKMEN**

(A.F.O. 691/24.)

When it is found that important alterations and additions, which have already received financial approval, or have been approved to be proceeded with, cannot be taken in hand during the refit of a ship owing to the shortage of workmen in any department, the dockyard officers concerned should report the circumstances immediately to the Admiralty.

**CURTAILMENT OF ALTERATIONS AND ADDITIONS IN CERTAIN CLASSES OF VESSELS**  
(A.F.Os. 369/30 and 674/32.)

No further alterations or additions, other than those already approved, or which might affect sea-going or fighting efficiency, and are classified under the headings A and B of King's Regulations and Admiralty Instructions, Article 710, are to be carried out in "C" Class Cruisers prior to "Carlisle" Class, Leaders previous to H.M.S. "Codrington," and Destroyers of the "V" and "W" Classes armed with 4-in. Q.F. guns.

**VENTILATION ITEMS**

(A.F.O. 2890/25.)

When ventilation items are being included in the lists of alterations and additions, the ships' officers should include a diagrammatic sketch of the existing arrangements or a statement to the effect that they are as originally fitted.

**FLEET SHORE ESTABLISHMENTS**

(A.F.O. 2194/24.)

Attention is drawn to the tendency of Fleet Shore Establishments to forward to the dockyards at various periods during the year proposals for alterations and additions which are not of an urgent nature. This practice is irregular and undesirable, as such items should be embodied and submitted in the Annual Proposals and be dealt with as a whole.

In future, proposals are not to be separately submitted by Fleet Shore Establishments or Dockyards unless they are of an urgent nature, in which instance the reasons for urgency and why the work could not have been foreseen and the item included with others in the Annual Proposals, should be furnished.

**1816.—Gun Mountings, 8 in., Mark I—Supply of Special Duty Journal Type Ball Bearings**

*"Kent" and "London" Classes*

(G. 2959/33.—3.8.1933.)

In the 8 in., Mark I gun mounting design the standard commercial journal type of ball bearing has been utilised as a "rolling" bearing (*i.e.*, the outer race of the journal type of ball bearing rolls over a surface, such as a cam face or guide strip, in lieu of being stationary and supported by a housing).

2. Experience has proved that the bearings referred to in paragraph 1 are too brittle to give absolute reliability for the service described.

3. Purchase has, therefore, been arranged for special type journal ball bearings to do duty as "rolling" bearings. In the larger type special bearings, the outer races are case-hardened on the inside where the balls make contact, and the outside, which makes rolling contact with the cam or guide, is left soft. The smaller type special bearings are nickel chrome steel throughout, but suitably tempered to withstand shock.

4. The positions in the 8 in., Mark I gun mountings where journal ball bearings are used as "rolling" bearings, and where replacement by special type bearings should be effected are shown in paragraph 6, together with the numbers of special type bearings which are being issued as a first supply to Malta and Hong Kong Dockyards. Replacement with special type bearings should only be made where fracture or failure of the standard type bearing has occurred, and a record should be kept in the gun mounting register where such replacements have been made, in order that the behaviour of the special type bearings may be watched and the position with regard to the numbers replaced may be available. The special type bearings will be marked to distinguish them from the standard type. The markings will be as shown inserted before maker's code numbers in list in paragraph 6.

5. *Malta and Hong Kong Yards only.*—When 50 per cent. of any type of special bearing has been expended, a requisition for replacement should be forwarded.

6.

Drawing No.	Item No.	No. per Ship.	Makers' Type.	Purpose.	No. for Hong Kong.	No. for Malta.
M.70447	113	80	2 MRJ $\frac{1}{4}$ " C	Main rammer lateral rollers.	20	20
M.70447	118	160	2 LRJ $1\frac{1}{8}$ " C	Main rammer vertical rollers.	20	20
M.70448	37	32	2 LJ $\frac{5}{8}$ " T ...	Main rammer cross-head rollers.	40	40
M.70495	677	480	2 LJ $\frac{5}{8}$ " T ...	Shell ring-shell retaining gear.		
M.66232	61	220	7 LJ $\frac{7}{8}$ " C ...	Lifting bar guide (short hoists).		
M.66232	61	324	7 LJ $\frac{7}{8}$ " C ...	Lifting bar guide (long hoists).	100	100
M.66234	117	24	7 LJ $\frac{7}{8}$ " C ...	Crosshead guide bottom scuttle.		
M.66037	1383	4	7 LJ $\frac{7}{8}$ " C ...	Shell ring-governor cam roller.		
M.66190	46	144	7 LJ $\frac{7}{8}$ " C ...	Lifting bar guide, transporter hoist.	20	20
M.66190	55	128	5 LNJ 1" C	Lifting bar guide, transporter hoist.		
M.70505	59	128	5 LJ 15 T ...	Cordite, cage rollers ...	20	20
M.66130	1010	8	4 MJ 1" C ...	Shell Bogie ...	20	20
M.66130	1009	16	3 LJ $1\frac{1}{8}$ " C...	Shell Bogie ...	20	20
M.66130	1015	32	3 KLNJ $\frac{1}{2}$ " T	Shell Bogie ...	20	20
M.66130	1053	8	7 KLNJ 1" T	Shell Bogie ...	20	20

#### Notes.

(a) "C" signifies "Case-hardened outer races."

"T" signifies "Toughened outer races."

(b) The prefix "K" means "unnotched."

All bearings are notchless, except LNJ.1.

Type LNJ may be either with or without cage, and this type is the only one which needs the prefix "K" when notchless.

(c) All bearings are fitted with cages except LNJ.1.

7. A central reserve of these special bearings has been established at Portsmouth and requisitions for replacements should be forwarded to that yard.

8. *Portsmouth Yard only.*—When 75 per cent. of any type of special bearing has been expended, tenders for replace bearings should be called for from the following firms :—

Messrs. Ransome & Marles, Ltd.,  
Newark-on-Trent.

Messrs. Hoffman Ball Bearing Co., Ltd.,  
Chelmsford.

Messrs. Auto Machinery Co., Ltd.,  
Hood Street, Coventry.

Messrs. Skefko Ball Bearing Co., Ltd.,  
Luton.

9. Attention is directed to A.F.O. 1234/33 in connection with the purchase of ball and roller bearings.

(A.F.O. 1234/33.)

### 1988.—Cartridges, S.A., Ball, .303 in., Mark VII, of all makes, Manufactured prior to 8.4.26—Early Expenditure

(A.S./G. 3570/33.—24.8.1933.)

Cartridges, S.A., ball, .303 in., Mark VII, of Kynoch's make, manufactured prior to 8th April, 1926, having been found with split necks either before or after firing, ammunition of this description of this and all other makes, manufactured prior to 8th April, 1926, in store and on board ships, is to be earmarked for early expenditure at practice firings, after elimination of rounds with split cases.

2. The ammunition in question is serviceable in all respects for practice firings apart from the known liability of the cases to split at the neck after firing. This does not involve any risk of injury.

(A.F.O. 2186/33.)

### 2149.—Signal and Remote Control Communications

*Capital Ships fitted as Flagships*

(S.D. 512/33.—14.9.1933.)

Although in theory all capital ships are fitted as flagships, a considerable amount of work on signal and remote control communications is necessary to convert a capital ship for actual work as flagship.

2. Their Lordships have, therefore, decided that certain ships shall be earmarked as fleet and squadron flagships or spare flagships, and that the remainder shall not be considered as possible flagships.

3. The earmarking of certain ships as spare flagships is not intended to entail any extra work being carried out until there is a definite prospect of employment as flagships for a long period.

4. The ships referred to in paragraph 7 below are, however, to be fitted when in hand for large repair, with signal and remote control communication as for flagships, including communications to the cabins shown; the remaining capital ships are not to be so fitted.

5. In ships already fitted and in commission as flagships, the cabins now occupied by the Fleet (or Squadron), Signal and Wireless Officers, are to be permanently appropriated as such.

6. In the remaining ships referred to in paragraph 7, where cabins are not already appropriated and communications fitted, an item should be included in the next list of Alterations and Additions, under Classification C, to cover the necessary work, quoting this Order as authority.

7. The following ships are approved to be fitted with the necessary signal and remote control communications for flagships and cabins appropriated as shown :—

*As Fleet Flagships.*

" Nelson " ...	...	{ Cabins appropriated to—
" Queen Elizabeth "	...	
" Warspite " ...	...	
		Fleet Signal Officer.
		Fleet Wireless Officer.
		Flag Lieutenant.

*As Battleship Squadron Flagships.*

" Rodney "...	...	{ Cabins appropriated to—
" Revenge " ...	...	
" Resolution " ...	...	
" Barham "...	...	
		Squadron Signal Officer.
		Squadron Wireless Officer.
		Flag Lieutenant.

*As Battle Cruiser Squadron Flagships.*

" Hood " ...	...	{ Cabins appropriated to—
" Renown " ...	...	
		Squadron Signal Officer (Flag Lieutenant).
		Squadron Wireless Officer.

8. The following ships will not be fitted with flagship's signal and remote control communications :—

" Malaya."	" Royal Sovereign."	" Repulse."
" Valiant."	" Royal Oak."	" Ramillies."

9. Attention is directed to Article 624 (2), King's Regulations and Admiralty Instructions.

## 2186.—Cartridges, S.A., .303 in., Ball, Mark VII, of 1923 Manufacture

(A.S./G. 6162/32.—21.9.1933.)

Cartridges of the above-mentioned description, which were withdrawn from H.M. ships, are no longer subject to any special restriction and are suitable for re-issue to H.M. ships and services. Arrangements are to be made accordingly, priority in expenditure being given to this ammunition during annual practices.

(A.F.O. 1988/33.)

## 2200.—Tanks—Testing by Air Pressure

### *Submarines*

(D. 5689/33.—21.9.1933.)

An instance occurred in which the main tank structure of a submarine was damaged as a result of the use of H.P. air for testing the tank, the air being passed through the L.P. line and the relief valve on the latter being closed.

2. H.P. air is not to be used for testing tanks in submarines.

3. If, after temporary repairs, it is desired to test a tank for tightness by the ship's staff, this can be done by building up a pressure with the L.P. blowers.

## 2201.—Tanks—Test

### *Submarines*

(D. 5470/33.—21.9.1933.)

An instance occurred, during testing of "O" compensating tanks in a "Rainbow" class submarine, where the sudden development of a leak caused a rise in pressure in the adjacent oil fuel tanks which were full at the time of the test, and in consequence the structure of these tanks was damaged.

2. In future when an external tank of a submarine is being tested and the approved test is higher than that of the adjacent external tanks, the latter should be emptied and opened up before the test, to avoid excessive pressures being brought on these tanks and to permit of a complete examination of the tank under test.

### 2425.—Defective Machinery Parts—Retention

(E.-in-C. /D. 11798/33.—5.10.1933.)

Where defects develop in machinery parts, for the replacement of which Contractors may be held liable under their guarantees, the defective parts are to be retained and preserved pending Admiralty instructions as to their disposal.

### 2826.—Watertight Compartments in H.M. Ships— Maintenance of Efficiency

(M.F. 8790/33.—30.11.1933.)

A report has been received stating that in one ship satisfactory air pressure tests have been made by creating a vacuum in lieu of a pressure in the compartment under test, and the following is an extract from the report:—

#### (I) *Method of Drawing Vacuum*

Air is withdrawn from the compartment under test by a 7½ in., portable, double-bottom fan, using similar connections to those shown in diagram E.F.O. 51/31, except that—

- (i) Hose from compartment under test is connected to intake side of D.B. fan.
- (ii) 7 in., leather, ventilating hose is connected to bulkhead connection through funnel piece and N. & S. connections. Where possible, the original manhole door of the compartment is replaced by a temporary door which is fitted with a 2 in. stop valve and connected to fan by funnel piece and N. & S. connections.

#### (II) *Vacuum Drawn in Compartment may be Measured in Two Ways*

- (i) From *outside* compartment by U-tube gauge as in E.F.O. 51/31, or
- (ii) From *inside* compartment by arrangement shown in sketch E.F.O. 131/33.

Lower rubber ring is set to height of water in gauge glass before vacuum is drawn, and top rubber ring is set to new level as water rises in tube due to drop in pressure in compartment.

If compartment is in a watertight condition a vacuum of from 2 in. to 3 in. may be obtained with the usual D.B. fan.

While compartment is under test, as many men as required are shut in the compartment, one stoker being stationed in the compartment at fan connection to keep up communication by system of knock signals, with Stoker Petty Officer outside in charge of the fan.

#### (III) *Method of Locating Leaks*

- (i) *By ear*.—Air can be heard entering even through a quite small leak.
- (ii) *By lighted tapers*.—Used when leaks, although heard, are in an awkward position, for example, a leak through an electric cable bulkhead gland which is in the middle of a nest of leads. Care must be exercised and due regard paid to the nature of the adjacent spaces.
- (iii) *Soapy water*.—For very small leaks.

(IV) *Notes*

- (i) *Gain in time.*—As only one compartment has to be searched for leaks, whereas when air pressure is applied all compartments surrounding compartment under test have to be searched.
  - (ii) Fewer hands may be employed.
  - (iii) Great advantage when compartments surrounding compartment under test are inaccessible, or difficult of access, such as magazines, cofferdams, watertight compartments, etc.
  - (iv) Ease of supervision.
  - (v) The detection of leaks is much simpler as compartment under test is free of running machinery, whereas when air pressure is applied to compartment, the surrounding compartments may have fans, motor or other machinery running in them, which makes it more difficult to discover air leaks.
  - (vi) Small leaks, from rivets, seams, etc., are easier to detect.
2. Where preferred this method of carrying out air pressure tests may be used.

1934

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245. } *Issued Confidentially.*

**325.—New Zealand Cordage—Introduction**

(N.S. 3402/33.—8.2.1934.)

As a result of consideration of the reports of trials, it has been decided that New Zealand cordage may be used as an alternative to sisal cordage, according to the prices of the respective fibres ruling at the time of purchase, for all services for which the latter is approved by A.F.O. 943/33, viz. :—

## (a) Fifty per cent. of requirements for—

Towing hawsers.  
Heaving and hauling lines.

## (b) Entirely for—

Side screen martingales.  
 " " outhauls.  
 " " topping lifts.  
 " " inhauls.  
 " " tackles  
 Hemp hook ropes.  
 Coaling whip outhauls.  
 Dressing line whips (tailing).  
 Sounding spar outhauls.  
 Anchor buoy ropes.  
 Collision mat lowering lines.  
 Nose and tail lines for torpedoes.  
 Awning lacings.  
 Heaving lines for boat ropes.  
 Creeper ropes.  
 Awning earrings.  
 Coaling whip downhauls.  
 Dressing line downhauls.  
 Sounding spar martingales; compressor falls.  
 Guest warps.  
 Burton falls.  
 Provision tackles.  
 Lacings for canvas fixtures, small awnings, blast screens, wind-sails, boats' covers, canopies, tarpaulins, etc.



2. It is not to be used for boats' falls.

3. The characteristics of New Zealand cordage compare closely with those of sisal, the unfavourable features being—

- (a) A tendency to stretch abnormally, to unlay, and to reduce in size when under load.
- (b) Swelling when wet, but not sufficiently to choke the blocks.
- (c) Becoming greasy when wet, extra care being necessary when working the rope round a cleat or bollard.
- (d) After prolonged use, tends to chafe, fray and discolour.

4. New Zealand fibre, like other hemp fibres, is very susceptible to contamination, and special measures should be taken to ensure that New Zealand, and all other descriptions of cordage are stored in well ventilated store rooms on board ship before being put into use; also that during its storage, and when in use subsequently, no part of the cordage should be allowed to come into contact with acid, or with any deleterious chemicals or oil.

5. The price of cordage made from New Zealand, sisal and Manila fibres is approximately half that of tarred or other soft hemp cordages of similar sizes. In these circumstances the normal period of usefulness for New Zealand, sisal or Manila can be regarded as substantially less than that for hemp cordage.

6. To enable New Zealand cordage to be readily distinguished from Manila or sisal cordage, arrangements are being made for these grades of cordage to be marked as follows:—

Manila ... ..	One strand to have a distinguishing jute yarn.
Sisal ... ..	Two strands to have a distinguishing jute yarn.
New Zealand ... ..	Three strands to have a distinguishing jute yarn.

7. In the event of any defects arising during the use of New Zealand cordage, an immediate report is to be forwarded through the Administrative Authority, and the following particulars are to be furnished:—

- (a) Source of supply.
- (b) Period during which cordage remained on board before being put into use.
- (c) Actual dates of fitting.
- (d) Service for which used. A sample of the defective cordage should be labelled and forwarded to Chatham. In the case of a rope actually parting, the fractured portion should be forwarded, in addition to a portion of the used cordage.

8. New Zealand fibre will be purchased in competition with sisal, and it is not anticipated that any New Zealand cordage with the new marking will be available for issue before the latter part of 1934.

9. Pending the preparation of a specification, the working and proof loads and the minimum breaking strain for Manila cordage (*see* chapter 3, Part II, Manual of Seamanship, Volume 1) should be regarded as applicable to New Zealand cordage.

10. *Dockyards only.*—For the present, New Zealand cordage—except as regards marking—is to conform, on manufacture, to Specification T.G. 30 for Manila ropes, and, pending experience, 50 per cent. of manufacturing yards' own requirements, and dues to other yards of Manila cordage should be met from sisal or New Zealand cordage when stocks of these become available.

(A.F.O. 765/36.)

### 330.—H.M. Ships fitted with Double Vertical Keels—Docking

(D. 14542/33.—8.2.1934.)

(*This reprint embodies A.F.O. 2369/34.*)

The attention of officers concerned with the docking of H.M. ships is directed to the fact that with the lighter scantlings of modern warships it is of particular importance that all possible steps should be taken to ensure that the upper surface of the blocks is fair and that the vessel is properly and adequately supported when in dock.

2. Capping blocks of soft wood such as are used for vessels of mercantile design should not be used for warships when docked in graving docks.

3. In certain of H.M. ships double vertical keels (sometimes referred to also as "first longitudinals") are fitted for portions of their length instead of a single vertical keel on the centre line. In vessels so fitted it is essential that the ship should be centred on the blocks as accurately as possible, and that the upper surface of the blocks in the vicinity should be sufficiently wide to ensure that adequate support is given under each vertical keel.

4. The ships at present affected are shown in the following table. The docking plans of these ships are to be carefully examined on the next occasion of the ship coming in hand for docking, and a note regarding the width and extent of docking blocks required to afford adequate support under the double vertical keels (or first longitudinals) added. The dockyards concerned should, at the same time, send for the Admiralty copies of the docking plans for the addition of a similar note.

Name of Ship.	Frame stations between which double keels are fitted.
"Nelson" and "Rodney" ... ..	80 to 188.
"Hood" ... ..	71 to 342.
"Renown" and "Repulse" ... ..	38 to 252.
"Courageous," "Glorious" and "Furious" ... ..	50 to 153.
"Leander," "Neptune," "Orion" and "Achilles" ... ..	77 to 150.
"Dorsetshire" and "Norfolk," "London," "Devonshire," "Sussex" and "Shropshire."	89 to 216.
"York" and "Exeter" ... ..	155 to 203.
"Kent," "Suffolk," "Cornwall," "Cumberland" and "Berwick," "Australia" and "Canberra."	81 to 213.

#### 421.—Binnacles, Pattern 196—Lighting

(C.D. 15/34.—22.2.1934.)

Binnacles, Patterns 194 and 196, are now fitted to be connected to the ship's L.P. electrical supply. Binnacles, Pattern 196, are, however, occasionally supplied to certain ships in which no L.P. supply is available, e.g., oilers, trawlers, etc.

2. In these ships the binnacles should be connected to the ordinary ship's lighting circuit, and lamps of the pattern shown below drawn for use in the binnacle, in place of the 22-volt lamp :—

Lamp, Pattern 6622, 100 volt, 20 watts.  
 " " 6621, 220 volt, 20 watts.  
 " " 7911, 110 volt, 20 watts.

3. When these lamps are used the dimmer will not have full dimming effect, but will be required in the circuit to provide the on and off switch.

#### 674.—Replace Parts of Machinery, etc., for H.M. Ships and for Yards Abroad—Supply

(D. 2876/32.—22.3.1934.)

(This reprint embodies A.F.O.s 1285/35 and 761/36.)

In order to facilitate supply to H.M. ships and to Dockyards abroad of replace parts of machinery and electrical equipment, etc., chargeable to Vote 8, Section III, Subheads E, G, and H, the following approved procedure is promulgated for general guidance.

2. *Authorities for Purchase.*—Direct orders for the purchase of replace parts up to a limit of £35 for a single purchase may be placed by—

Vote 8/III/E.

Vote 8/III/G.

Replace parts of—

- |  |  |   |
|--|--|---|
| (a) Rear-Admiral, Yangtse;<br>Admiralty Overseer on<br>the staff of Commander-<br>in-Chief, East Indies<br>Station.  | Main propelling and<br>auxiliary machinery,<br>minor hull fittings<br>—(except electrical<br>machinery). | Gun mountings, gun<br>machinery, torpedo<br>tubes and fittings,<br>H.P. air and oxygen-<br>producing machinery. |
| (b) Commanding Officers of<br>Repair Ships, Submarine<br>Depôt Ships, Destroyer<br>Depôt Ships, attached to<br>Home, Reserve, and<br>Mediterranean Fleets. | Do.  | Nil.  |

Any replace parts above the purchasing limit referred to, and for gun machinery, etc., chargeable to Vote 8/III/G required by authorities at (b), should be requisitioned on Defect List and forwarded by ships in Home waters to the appropriate Home Yard, and by ships abroad, to the nearest Dockyard, which will make arrangements for supply as stated hereafter.

All requisitions for replace parts of electrical machinery are to be forwarded to the Admiralty for purchase to be arranged as necessary. Similar action should be taken for any replace parts which cannot be economically obtained locally by the Rear-Admiral, Yangtse, and Admiralty Overseer, Colombo. No orders for replace parts or for the repair of defective parts are to be placed direct with contractors by the Squadron Engineer Officer, but application should be made to the authorities at (a), (b), or to a Dockyard, for repair work beyond the capacity of Ship's Staff.

3. *Competitive Tenders.*—Competitive tenders should be obtained whenever possible and steps always taken to preserve Admiralty rights under the guarantee clause of the contract for the original supply.

The authorised Forms D.258H (invitation to tender) and D.258I (acceptance) should be used in these transactions.

Use is to be made of standing contracts where such exist, e.g., ball and roller bearings.

4. *Guarantee Clause.*—Contractors are responsible for defects due to faulty design, materials or workmanship disclosed in machinery of new vessels within 12 months of the date of proceeding to sea in full commission, and in new machinery for other vessels within 12 months from the date on which the machinery is first brought into use on actual service. When replace parts have been obtained or repairs have been carried out within the guarantee period, the authorities concerned, in reporting the transactions to the Admiralty, should state, invariably, whether the Contractors are considered liable for the cost of the replacements or repairs, giving reasons for the views expressed. If circumstances permit, the original Contractors are to be given an opportunity of inspecting the defective part, which is to be retained and preserved pending Admiralty instructions as to its disposal.

5. *Firms to be invited to Tender, and Placing of Orders.*—Where renewals are necessary, the main Contractors for the vessel or for her machinery, in addition to any other firms, are to be requested to tender for the supply of the parts required, unless the matter is so urgent as to necessitate more direct action being taken. Invitations to tender should include actual manufacturers, if the article or part required is definite and independent and was supplied as a finished unit in the first instance.

All orders placed (and copies thereof) should show—

- (a) Purchasing authority,
- (b) Date of order,
- (c) Registered number,

and Contractors should be directed to give this information on packages and also on their invoices.

Immediately an order is placed for a replace part, the officers placing the order should forward a copy of Form D.2581 (copy of accepted tender) to the Commanding Officer of the ship concerned for his information when forwarding the defect list and in order to avoid duplication of the order.

If the gear ordered is such that it cannot be sent by parcel post, a copy of each order is to be forwarded to the Naval Store Officer, Royal Victoria Yard, Deptford, London, S.E.8, together with information as to H.M. ship to which delivery should be made, and also the degree of urgency, so that free freight may be used if possible.

6. *Inspection.*—If, in the opinion of the officers ordering replace parts, inspection at the Firm's works is considered desirable (and this course is generally recommended for all items except minor specialities and should be adopted for all replacements under the guarantee clause), a copy of the order is to be forwarded to the Overseer concerned, for action to ensure satisfactory progress of the work under the contract.

*Hastening Action.*—Should there be any delay in the fulfilment of the contract, the attention of the Overseer should be drawn to the delay and a copy of the correspondence is to be forwarded at the same time to the Admiralty for information.

7. *Conditions of Contract.*—In accepting any tender submitted on the basis of Firm's own commercial conditions of sale, the acceptance should definitely state that the order is placed subject only to the Admiralty General Conditions. In the event of a Firm refusing to accept the order, except on conditions differing from the usual Admiralty Conditions, the matter should be reported to the Admiralty (Director of Navy Contracts) for decision, with a report from the officers concerned as to the admissibility or otherwise of the Firm's conditions.

8. *No Amendment of Tender without Admiralty Approval.*—After a tender has been accepted, purchasing officers are in no circumstances, without prior Admiralty approval—

- (i) To permit cancellation of the order ;
- (ii) To allow amendments of price consequent on alleged error in the Contractor's tender.

The foregoing instruction will not preclude purchasing officers, *before* any decision is taken on the tenders, from asking a tenderer to confirm his quotation where, by comparison with other tenders received, or otherwise, it is reasonable to suppose that an error has been made.

Should a Contractor request confirmation of an order at an increased price, after a tender has been accepted, the case should be referred to the Admiralty for instructions, accompanied by all relevant correspondence, including also any other tenders received for the item concerned.

9. *Method of Delivery to be Stated.*—Attention is directed to the need for specifying clearly in the enquiry whether Firm's quotation should include delivery at works, packed for postage, or f.o.r. packed for shipment.

In instances where it is not possible to decide, when inviting tenders, whether shipment will be necessary or whether postal delivery will suffice, the enquiry should contain the following clause :—

- “(i) *The price is to include cost of delivery f.o.r. nearest siding to Contractor's works, suitably packed for shipment abroad*”; or
- “(ii) *If the size and weight of the package will be between the limits of parcel post, the quotation should be for delivery at Firm's works and the cost of postage claimed as an extra, supported by the post office receipt.*”
- “*Please state whether your tender includes (i) or (ii).*”

The letter of acceptance should state clearly which form of delivery is included in the price accepted.

When delivery is to be made by post a paragraph is to be added to the acceptance, stating that insurance in transit is not desired, and that the Admiralty will not entertain any claim for insurance charges. If the extra precautions offered by the postal authorities to ensure safe delivery are required to be taken by the firm, the purchasing officer should indicate on the order that postal registration is to be arranged.

*Shipping Particulars.*—Full particulars of markings, dimensions and weight of packages, as soon as passed by the Overseer, together with a reference to the number and date of the authority for the order, should be sent by the Overseer to the Naval Store Officer, Royal Victoria Yard, Deptford, London, S.E.8, who will then furnish the Contractors with details as to Government marks, port markings, etc., together with a Railway Consignment Form D.80, indicating thereon whether the packages are to be consigned at Government or public rates and who will also requisition the Director of Stores to arrange freight. In due course the Contractors will receive, from the Director of Sea Transport, final shipping instructions. They will then complete the Form D.80 and despatch the goods. A copy of the final shipping instructions will also be sent by the Director of Sea Transport to the Overseer concerned.

*Free Freight.*—If there is an early opportunity of shipment by free freight, e.g., R.F.A. "Bacchus," to Malta, Contractors and Overseer concerned will receive their final instructions from the Superintendent, West India Docks.

10. *Invoices.*—When orders are placed for replace parts, the Contractor should be informed as to the method of rendering the Invoice Form D.55—alternatives (a) and (b) :—

(a) *Gear supplied under Inspection.*—The contractor should forward the whole of the Form D.55 to the Overseer. As soon as despatch from Contractor's works has been effected, the Overseer officially accepting the gear should sign certificate "A" on the form, adding to certificate "A" the words, "and have been delivered and despatched to ..... order complete." He should forward to the Director of Navy Accounts the invoice portion (pages 3 and 4) and return to the Contractor the "Please receive" portion (pages 1 and 2) duly receipted.

In no circumstances should Form D.55 be issued in duplicate without previous reference to Admiralty.

After payment, the Director of Navy Accounts will send particulars to the Superintendent, West India Docks, who is to invoice the gear at once on D.66 or S.134D. An advance invoice, however, is to be sent by the Superintendent at the same time as freight is requisitioned.

(b) *Gear not Inspected before Despatch.*—When gear is not subject to inspection before despatch, the Contractor should forward the whole of Form D.55 to the ships or destinations abroad, the "Please receive" half (pages 1 and 2) being returned to him by the purchasing authority and the certified "Invoice" half (pages 3 and 4) dealt with as indicated in paragraph 11 below.

11. *Payment of Claims.*—To facilitate payment of claims, in all instances of gear to be inspected before despatch, a copy of the order to the Contractors, quoting price, etc., is to be forwarded, together with the tender and all relevant correspondence, to the Director of Navy Contracts, weekly for Vote 8/III/E purchases and monthly for Vote 8/III/G purchases, accompanied by a certificate stating whether—

- (i) The price is considered fair and reasonable.
- (ii) The Admiralty is considered liable for the cost.
- (iii) The gear purchased is a replace, and not an additional, spare part.
- (iv) Competitive tenders were obtained wherever possible; and
- (v) The name of the vessel for which the gear is required.

For gear not inspected before despatch, a similar report should be forwarded after the gear has been received, but it should include a further certificate that—

- "(vi) The gear has been satisfactorily delivered and taken on charge in the relative store account,"

and it should be accompanied by the "original" copy of the debit voucher S.134D, and the "invoice" portion (pages 3 and 4) of the Form D.55.

12. *Accounting*.—The accounting arrangements for replace parts are as follows :—

I.—*Gear made under Inspection and Invoiced through West India Docks.*

(a) *Sent direct to Purchasing Authorities at (b) of paragraph 2.*—On receipt of vouchers S.134D from West India Docks, Forms S.549 are to be prepared in duplicate by the Accountant Officer of the Repair or Depôt Ship, etc., and sent to the officer responsible for the custody of the fixtures and spare gear of the ship, for which the gear is intended. The latter officer is to sign and return one copy of the voucher to the Accountant Officer and retain the other with his Fixture List, linked to the corresponding return voucher for the defective gear. In the Repair or Depôt Ship, etc., these receipted copies of the Forms S.549 are to be attached to the relative S.134D voucher from West India Docks and retained until the store account is examined.

(b) *Invoiced to a Dockyard for subsequent Issue to Ships.*—Vouchers S.134D are to be prepared by the Dockyard to clear the Invoice Form D.66 sent from West India Docks, and are to be placed by the ship concerned in the Fixture and Spare Gear List, linked to the relative return voucher for the defective articles. If the replace gear is supplied by the Dockyard to a Repair or Depôt Ship, the procedure outlined in (a) above is to be followed on receipt of the supply voucher S.134D from the Dockyard.

II.—*Gear not Inspected before Despatch.*

(a) *Sent to Repair or Depôt Ship.*—Vouchers S.134D are to be prepared by the Repair or Depôt Ship in duplicate. The duplicate copy is to be retained and the original forwarded with the Invoice Form D.55 to the Admiralty (Director of Navy Contracts), as in paragraph 11. Transfer of the parts to the ships concerned is to be effected by Form S.549, as for gear supplied under inspection, *vide* I (a) above.

(b) *Sent to Dockyard for despatch to Ship.*—If the gear is invoiced by Contractors to the Dockyard, the articles should be taken on account of receipt and issue dealt with as at I (b) above.

(c) *Sent to ship for which required* (whether direct from Contractors or via Dockyard).

Ship concerned is to prepare S.549 in duplicate and forward both copies, duly receipted, to Repair or Depôt Ship to enable procedure at II (a) to be followed.

13. *Requisitions by Yards Abroad, Rear-Admiral, Yangtse, and Admiralty Overseer, Colombo.*—(i) Requisitions from Yards abroad for the supply of replace parts of machinery and electrical equipment chargeable to Vote 8/III (Subheads E and H) and from the Rear-Admiral, Yangtse, and the Admiralty Overseer, Colombo, for such gear as cannot be economically obtained locally within the authorised purchasing limits, are to be forwarded *direct* to the Director of Dockyards, Admiralty.

(ii) Requisitions from Yards abroad for replace parts of gun mountings, gun machinery, torpedo tubes and machinery in connection with the production of H.P. air and oxygen, chargeable to Vote 8/III/G, which cannot be met locally, are to be forwarded to Portsmouth Yard for supply to be arranged in accordance with Appendix of the Gun Mounting Store Duties Instructions, 1932.

(iii) Full particulars of the requirement are to be furnished in duplicate and should include the name of the makers, together with the number of the engine or other unit for which the part is required. It should be definitely stated whether the number is that of the Contractors or the Admiralty. For parts for Vote 8/III/H machinery, the D.150 number should also be quoted.

Any dimensions, sketches, or other information necessary to ensure supply of the correct articles, etc., and to enable competitive tenders to be invited whenever possible, are to be furnished. Where possible, the Makers' and Admiralty drawing number should be stated.

Special care is to be taken to ensure that full and correct particulars of the parts required are furnished, as expeditious supply cannot be effected if the particulars supplied in the requisition are incomplete or ambiguous.

(iv) For replace parts for H.M. ships, etc., it should be stated in the requisition whether the gear is required to be consigned direct to the ship, etc., for which demanded, or whether it is to be consigned to a Dockyard; if the latter, the name of the Dockyard and professional department requiring the gear should be furnished.

(v) Where on grounds of urgency it is essential to forward requisitions by telegram, as much as possible of the particulars detailed in clauses (iii) and (iv) should be included in the telegram.

(vi) Upon receipt of the requisitions at the Admiralty, the duplicate copy of the requisition will be referred to one of the Home Yards, where such a course is practicable and advantageous. Arrangements are then to be made by the Yard concerned for supply of the items requisitioned by either of the following courses :—

- (a) Allocation from stock.
- (b) Manufacture in the Yard where this can be economically carried out.
- (c) By purchase.

In other instances the supply will be arranged direct by the Admiralty.

(vii) When purchase is made by a Yard, it should be arranged in accordance with the foregoing instructions and those contained in Articles 715 and 902 of the Home Dockyard Regulations.

(viii) The Dockyard Officers should keep in touch with the Machinery Contractors as to the Contract delivery date, and should inform the Dockyard or ship concerned when the replace parts have been despatched.

(ix) Copies of the orders placed are to be distributed as follows :—

- (a) Superintendent, R.N. Store Office, West India Docks, who is also to be informed as to the destination to which the gear is to be consigned (*vide* clause iv); also the vote and subhead to which the cost is chargeable, together with the name and address of the Overseer.
- (b) Overseer concerned (omitting prices).
- (c) Requisitioning Yard.
- (d) Consignee.

14. *Replace Parts of a Consumable Nature, etc.*—Replace parts which are of a store pattern character, or of a consumable nature, *e.g.*, wire ropes, belts, saws, sawblades, plane irons, drills, emery wheels, dies, milling and other cutters, punches, firebars, firebricks, crucibles, carbon brushes, electrodes, pyrometers, and accessories, etc., required for Vote 8, Section III, Machinery and Electrical Equipment, will be purchased as a charge to Vote 8, Section II, whether stocks of the parts are maintained or not and whether they are of utility for a specific machine only or for general use. Such articles should *not* be included in requisitions under these instructions, but demanded in the ordinary way through the Superintending Naval Store Officer concerned.

Ball and roller bearings for machinery for ships and shore establishments, and for gun mountings, air compressing machinery, and torpedo tube equipment, which cannot be met from stocks maintained under Vote 8, Section II, and which have to be specially purchased, are to be charged to Vote 8, Section III, Subheads E, H or G, as the case may be. Only bearings included in the Rate Book of Naval Stores or required for use in connection with stores included therein (whether specially purchased or otherwise) are chargeable to Vote 8, Section II.

## 690.—Rangefinders—Lenses, Astigmatic

*Ships, Depôts, and Gunnery Schools*

(G. 199/34.—29.3.1934.)

In connection with the supply of lenses for correcting astigmatism in rangetakers, the following summary of existing and additional Orders is issued for information and compliance.

2. The use of an astigmatic lens for the right eye is compulsory for all rangetakers whose astigmatism needs a cylinder of more than  $\cdot 25 +$  or  $-$ . *Astigmatic lenses for the left eye are not necessary and will not be supplied.*

3. Rangetakers on board all ships are to be examined for astigmatism by a Naval Ophthalmic Specialist at the first convenient opportunity, where this examination has not already been carried out.

4. Where an astigmatic lens is necessary, a notation should be made on the rating's gunnery history sheet, showing by a simple diagram the angle and type of lens to be used.

5. Demands are to be forwarded by the ships and establishments concerned, to the Superintending Naval Store Officers at the respective storing yards, the demands being accompanied by lists showing the names and ratings of the rangetakers concerned and the degree of correction required for each man, and whether the lens should be + or -. Each lens is fitted in a cell and supplied in a sheet metal box, which is to be made in the yard, if necessary. The name of the individual rangetaker to whom it is issued is to be engraved on the metal box.

6. The lenses will be issued direct to the ships and establishments demanding them, from the respective storing yards, except where supply has to be arranged from England for ships abroad. Where practicable, ratings are to take their lenses, boxes, and gunnery history sheets, to the Ophthalmic Specialist of "Excellent" (at Portsmouth) or the dépôts (at Chatham and Devonport) for engraving and marking, and for instruction in the use of the lens. When a rating is unable to attend personally, his name, official number, and particulars of the correction required, are to be sent to the appropriate Ophthalmic Specialist, together with his lens and gunnery history sheet for engraving and marking. These latter will be returned direct to the ship, together with instructions in the use of the lens. Lenses for ratings abroad, which have to be supplied from England, will be suitably marked before despatch, and will be accompanied by instructions in their use, the Superintending Naval Store Officer arranging direct with the Ophthalmic Specialist as necessary. In these instances, the gunnery history sheets are to be marked by the Accountant Officer when the lenses are issued to the ratings concerned.

7. The lenses are to be marked and the boxes engraved by the Ordnance Artificer Staff of "Excellent," or the dépôts under the supervision of the Ophthalmic Specialist, and are then to be returned to the respective ships, or to the Superintending Naval Store Officer for ratings serving abroad, for despatch to the ships concerned.

8. The mark for the correct angle of the lens will be an arrow pointing to the periphery of the cell, and this mark, when at 12 o'clock, will give the correct position of the lens in the rangefinder.

9. Each rangetaker is to keep his own lens, but it will not become his personal property. The date of issue of the lens is to be noted on each man's gunnery history sheet at the time of issue, or, if the supply has already been made, the fact is to be noted thereon.

10. In use, the lenses will fit into adaptors on the eyepieces of the rangefinder. Details of the adaptors, with the rangefinders for which they are suitable, are shown, together with the method of positioning the lenses, in the sketch, E.F.O. 121/32.

11. The adaptors, when not supplied in the accessory boxes, are to be made and fitted by ships' artificers, who will also mark the rangefinders and adaptors in accordance with the instructions given in E.F.O. 121/32.

12. It has hitherto been the practice to supply sets of astigmatic lenses in each accessory box for the rangefinders. The lenses so supplied are considered unnecessary, and all such lenses are to be returned to the dockyard.

### **692.—*Issued Confidentially.***

### **697.—Manganese Brass Pipes for H.P. Air Services— Method of Heating for Bending, etc.**

(T. 383/34.—29.3.1934.)

Manganese brass pipes for H.P. air services should be bent hot, at a temperature between 500° C. and 550° C., the best results being obtained at the lower limit, which is well above the brittle range of the material. In order to restrict grain growth in the material to a minimum, the tubes should be heated uniformly and rapidly, maintained at high temperature for as short a time as possible, and after bending, allowed to cool freely in air.



2. The following method of heating has proved entirely satisfactory and should be observed whenever possible.

The heat should be applied by a blow lamp or gas flame, the tube being encased in a shield about 8 in. wide, extending round three-quarters of the circumference. The shield should be lined internally with asbestos and the flame applied sufficiently far from the tube to ensure that the whole circumference is heated evenly. Immediately before being heated, the surface of the tube, in the neighbourhood of the proposed bend, should be coated with boiled linseed oil, which, on reaching a temperature of about 400° C., will begin to dry and crack, and will disappear completely at 480° C. to 500° C. The temperature should be allowed to rise slightly after the oil film has disappeared, and the tube then bent as quickly as possible.

### 746.—Practice Projectiles, B.L. or Q.F., 4 in., Heavy— Types for Present and Future Supply

(A.S. 52/34.—5.4.1934.)

Supply of 4 in. practice projectiles for B.L. guns and Q.F. guns supplied with cartridges and projectiles for separate loading will be made in future from the following stocks :—

#### I. *Supplies for the Fleet.*

Projectiles, Practice, B.L. and Q.F., 4 in.—

(a) H.E. shell weighted H.E.S.—

Mark III	} For firings without tracer.
„ VII	
„ VIII	

(b) H.E.N.T. shell weighted H.E.S.—

Mark IV NT	} For firings for which tracer fitted projectiles are necessary.
„ VI NT	

Mark VIII shell weighted H.E.S. are suitable for all non-tracer practice firings.

Marks III and VII weighted H.E.S. are suitable for all day firings at ranges exceeding 4,000 yards. They should not be used for concentration night firings, or other night firings, and if used for any day firings at ranges below 4,000 yards, the special instructions in C.B. 3026, Chapter III, Section I, paras. 26 & 27, must be observed.

All H.E. shell and H.E.N.T. shell weighted H.E.S. may be taken as ranging alike, and such weighted shell of other marks (Marks I, I\*, II, IV, VI) remaining on board H.M. ships may be used up, but future demands will be met from stocks of III, VII, VIII, IV N.T. and VI N.T. The marks of projectiles that can be accepted should be stated on all demands sent to R.N. Armament Depôts. The reason for this is that there are considerable stocks of Mark III and VII H.E. shell weighted H.E.S. in depôts to be used up, and they should be supplied for all day firings for which they are acceptable under the foregoing instructions.

#### II. *Supplies for Gunnery School Tenders.*

Demands for 4 in. practice projectiles for firing tenders to Gunnery Schools will be met from stocks of any of the following types :—

C.P. Marks I to V weighted P.S.

S.A.P. Marks I and III weighted H.E.S.

H.E. Marks I to VIII weighted P.S.

H.E. Marks I, I\*, II, IV, VI, weighted H.E.S.

Solid Shot, Mark III.

Solid Shot, Mark IV N.T., plugged.

When firing H.E. weighted H.E.S. or P.S. of Marks III and VII, and Mark VIII weighted P.S., at ranges below 4,000 yards, the special instructions in C.B. 3026, Chapter III, Section I, paras. 26 & 27, must be observed.

The various Marks of H.E. shell weighted H.E.S. suitable for supply to the Fleet under I (a) of above instructions are equally suitable for supply to Gunnery School tenders, but in order that these may be reserved as far as possible for supply to the Fleet, they should not be issued for Gunnery School practice if other suitable projectiles are available. No more 4 in. H.E. shell will be weighted P.S. or sand at dépôts for supply to Gunnery Schools, and when existing stocks are used up H.E. shell converted to practice projectiles will be weighted H.E.S. for all services.

### 906.—Mercuric Chloride Test Papers

(D. 3317/34.—19.4.1934.)

Each mercuric chloride test paper rendered by H.M. submarines is to be attached to a separate Form A.C.19B, which supersedes Form A.C.19A previously used for this purpose. A specimen Form A.C.19B is appended.

2. All the details are to be inserted on the Form A.C.19B before despatch to the Admiralty Chemist.

#### *Specimen Form A.C.19B.*

Depôt.....  
 Submarine.....  
 Admiralty Serial No. of Battery.....  
 Date of Test.....  
 Method of Test.....  
 (Method of test to be clearly stated.)  
 Battery Section No.....  
 Time of commencing charge.....  
 Time at which attached test paper was placed in  
 position in air under test.....  
 Time at which test paper was removed from air under  
 test.....  
 Was battery gassing during the period that the  
 attached test paper was retained in position in  
 air under test ?.....

This form to be attached to test paper and forwarded to The Admiralty Chemist, H.M. Dockyard, Portsmouth.

Signature.....  
 Rank.....  
 Date.....

### 990.—·303 in. Red Label Ammunition—Restrictive Age Limits

(A.S. 1845/34.—3.5.1934.)

(*This reprint embodies A.F.O. 2847/36.*)

·303 in. red label ammunition supplied to aircraft carriers and to H.M. ships carrying aircraft serving on foreign stations or held in store at Naval Armament Depôts abroad for use with synchronised machine guns is in future to be subject to the following restrictive age limits :—

<i>Ships.</i>	<i>N.A. Depôts.</i>	<i>Restrictive Age Limits.</i>
On China, East Indies, America and West Indies Stations.	Hong Kong, Singapore, Trincomalee, Bermuda.	5 years from date of manufacture.
On Africa and New Zealand Stations.	Simonstown, Auckland.	8 years from date of manufacture.

2. Upon reaching these age limits the ammunition is not to be used with synchronised machine guns but is to be relegated for ground service and expended from machine guns other than synchronised guns or from rifles.

3. Packages containing ammunition which has been relegated as in paragraph 2 should have the red labels removed and be relabelled as requisite, and if not required to be retained on board such ammunition should be returned to a naval armament depôt at the first convenient opportunity.

4. As there is no outlet in the naval service for .303 in. A.P. or incendiary red label ammunition when it is no longer suitable for use with synchronised machine guns, Officers-in-Charge of Naval Armament Depôts abroad are to return to the Officer-in-Charge No. 2 Store Depôt, Altrincham, any ammunition of these descriptions which is relegated in consequence of reaching the age limits.

5. The arrangements for testing red label ammunition as set forth in Article 301 Section 6 of Naval Magazine and Explosive Regulations (O.U. 5408/35) are unchanged.

6. The foregoing age restrictions do not apply to .303 in. red label ammunition carried in ships in Home and Mediterranean waters or in Home, Malta or Gibraltar Depôts.

### **1181.—Gun Mountings—4.7 in., C.P. XIV, Registered Nos. 1–142, and 4.7 in., C.P. (S) XVI, Registered Nos. 1–7— Modifications to Recuperator Drain Valves**

*“Acasta,” “Beagle,” “Crusader,” and “Defender” Class destroyers, “Keith,” “Codrington,” “Kempfenfelt,” and “Duncan,” “Thames,” “Porpoise”  
Gunnery Schools and Dockyards*

(G. 6707/33.—24.5.1934.)

The recuperator drain valve in some 4.7 in. C.P. XIV mountings of registered numbers 1–142 has been causing difficulties due to leakage. The recuperator drain valves in these mountings are of the needle type, having a screwed portion in the cradle, but making a seating on the recuperator cylinder.

2. Satisfactory trials have been carried out with a ball type of valve, and it has been decided that where the needle type of valve is giving trouble due to leakage, it should be replaced by a ball valve.

Similar action should be taken for 4.7 in. C.P. (S) XVI mountings where similar difficulty may occur as the recuperator drain valves are of the same type.

3. Diagram E.F.O. 42/34 shows the arrangement and details of the ball valve which should be fitted.

4. The work should be treated as a defect, but is only to be carried out on mountings where the above difficulty is experienced.

**1273. }  
1409. }** *Issued Confidentially.*

### **1422.—Hoisting Wires—Test**

*Submarines*

(D. 2494/34.—21.6.1934.)

The hoisting wires to periscopes, W/T or rod aerial masts, frame coil mast, torpedo and boat's derrick, including the wires on the telemotor presses, are to be unrove and tested in accordance with Article 40 of the Engineering Manual on each occasion that a submarine is in hand for refit.

2. Portions of the wires to the various throws of telescopic masts, such as W/T or rod aerial masts, are only accessible for examination when the mast is lifted out. In future, these masts (or other fittings operated by

hoisting wires which cannot normally be examined by ship's staff) are to be lifted out at the intermediate dockings of submarines, in order to permit thorough examination and coating of the whole of the hoisting wires to be made.

3. Periodical examination and tests of other appliances are to be carried out as detailed in O.U.s. 5454, 5457, 5458, and 5462, except submarines having annual refits, for which the interval between tests should be extended to two years, that is, they should be carried out at alternate refits.

4. These tests are to be carried out by the dockyard and the results recorded.

### **1496.—4 in. Q.F., V-AV\* Guns on 4 in., H.A., III and IV Mountings, and on 4 in. C.P., II Mountings—Adjustment of Semi-automatic Mechanisms**

(G./A.S. 151/34.—5.7.1934.)

The following procedure is to be adopted for the maintenance of the semi-automatic breech mechanisms of 4 in. Q.F., V-AV\* guns on 4 in. H.A., III, IV, and 4 in. C.P. II mountings:—

- (a) The semi-automatic pawl should be correct to gauge as a unit.
- (b) The axis of the bolt actuating and the pawl fulcrum is to be in correct alignment, the distance between centre lines drawn parallel to the bore of the gun should be 1.8 in.
- (c) The profile of the cam in relation to the keyways of the bolt actuating should be correct to gauge.
- (d) The extractors should be correct to gauge as a pair.
- (e) The wear in the housing for the bolt actuating, in the spindle of the bolt actuating, or on the pivoting surfaces of the extractors, should not be excessive.
- (f) When conditions (a), (b), (c), (d) and (e) have been obtained, the unseating of the cartridge (primary extraction) should begin at a breech opening of 5.53 to 5.7 in. If the breech opening exceeds 5.7 in., the inclined slopes on the breech block for actuating the extractors in primary extraction are to be repaired and adjusted separately, so that the extractors come into action simultaneously on the lip of the cartridge when the breech has opened 5.53 in. It is also necessary that the inclined slopes should be smooth and of the correct incline.

2. The necessary jigs, gauges and drawings have been issued to the yards concerned, and all ships in which the semi-automatic mechanisms of 4 in. Q.F., V-AV\* guns on 4 in. H.A., III, or 4 in. C.P. II mountings have not yet been adjusted, or are unsatisfactory, are to include an item in their defect list on the occasion of the next refit to cover the necessary gauging and adjustment of the mountings. At the same time, application should be made to the Senior Armament Supply Officer for the examination, repair and adjustment of the breech mechanisms in accordance with paragraph 1 (c), (d), (e) and (f).

Mountings which have been previously jugged and adjusted to suit a particular gun are to be jugged again whenever the gun is exchanged, in order that small differences in the guns may be accommodated.

3. On completion of the repairs and adjustments, the action of the semi-automatic mechanism is to be tried at a slip test, in which the speed of run out is adjusted so that the fired cartridge is ejected just clear of the

gun at all angles of elevation. Satisfactory ejection should be obtainable with a moderate speed of run out, and it must be realised that the actuating bolt and the extractors will be strained and distorted if an excessive speed of run out is employed.

Attention is drawn to the fact that when a cartridge case which has been previously fired and ejected is used at the slip test to demonstrate ejection, it does not represent accurately the "action" condition in which the cartridge case has been fired but not ejected. The "action" condition may be obtained artificially by wrapping one or two turns of single spun yarn round the demonstration case, which can then be forced into the chamber of the gun by wedging action of the bevel face of the breech block, as the breech is closed by hand.

No other force or implement is to be used.

4. In the case of Q.F., 4 in., Mark V-AV\* guns and 4 in. C.P. II and 4 in. H.A. IV mountings being prepared for issue to ships in commission or new construction, the guns are to be fitted to the mountings and the equipments jigged and gauged, and any adjustments found necessary made, before issue.

Q.F., 4 in., Mark V-AV\* guns and 4 in. H.A. IV mountings already in ships in commission should only be jigged and gauged if a semi-automatic failure occurs, for which no direct cause is apparent.

5. It is of the utmost importance that when mountings have been jigged and the pawls passed by gauge, no further alterations should be made to correct a fault, which may lie in some other part of the mechanism.

6. With regard to paragraph 1 (f), the following procedure for measuring the breech opening when primary extraction begins is to be adopted.

A fired cartridge case is fixed in the bore of the gun, a portion of the rim of the case having been removed so that only one of the extractor arms is in engagement with the rim. A force of 100 lb. is then applied normally to the B.M. lever and the breech opening measured.

The process is then repeated with the other extractor arm in engagement. The two measurements of breech opening thus obtained should be equal within 0.1 in. and within the limits 5.53 and 5.7 in.

7. When mountings have been jigged and adjusted, the letter J, together with the register number of the gun concerned, is to be stamped on the pawl bracket, and the register number of the mountings so treated is to be reported to the Admiralty for records.

The amendment to instruction plates (Item Z, Malta, M.E.D. Drawing 2819, sheet 2) supplied with the jigs and gauges is hereby cancelled.

For future replacements, pawls manufactured by dockyards should be of mild steel, 31 to 35 tons ultimate tensile strength, hardened at the operative end.

## 1644.—Catapults—Securing Breech Disc to Explosion Chamber

(G. 1809/34.—19.7.1934.)

If it is found necessary to remove the breech disc from the explosion chamber in any type of catapult, care is to be taken that during replacement the bolts securing are screwed up evenly in rotation all round. Unless this is done distortion of the breech disc may occur and result in the breech block failing to slide freely in the breech mortice.

2. Undue force is not to be used in tightening up the bolts.

**1745.—Hydroplane Gear—Refit***Submarines*

(D. 7749/34.—2.8.1934.)

In future, when the forward hydroplane gear in H.M. submarines is refitted, care is to be taken to ascertain that the planes when folded out have their weight definitely supported by the stops and are not merely resting against the stops while being supported at some other point of the gear.

**1908.—Torpedo Warheads, 21 in., VII, IX and IX\*—Care and Maintenance**

(A.S. 1553/34.—23.8.1934.)

An instance has been reported of damage to the studs and nuts securing the doors of warheads, caused by the insertion of a tap in the tapped holes provided for the reception of screws, St. No. 404, whilst the warheads were on the torpedoes. The damage was due to the tap having been inserted too far and so fouling the studs securing the warhead door.

2. In future these tapped holes in warheads are not to be rectified whilst the warheads are on the torpedoes. If difficulty is found in fitting screws, St. No. 404, the warhead should be removed from the torpedo before the tap is used and the travel of the tap watched to ensure that it does not damage the studs securing the door.

1915. }  
2140. } *Issued Confidentially.*

**2186.—Non-Ferrous Bolts, etc.—Caution Required**

(E.-in-C.—27.9.1934.)

*(This reprint embodies A.F.O. 1856/35.)*

Attention is drawn to the necessity of exercising great care when making joints which are fitted with bolts or studs of non-ferrous materials, particularly if the fittings contain sea water. Fracture of such bolts or studs is almost invariably due to excessive force having been applied to them when tightening up the nuts. It must be borne in mind in this connection that stock-sized spanners are so designed that, without the use of additional leverage, it is difficult to overstress a steel bolt, but they will easily allow considerable overstressing of a non-ferrous bolt.

2. The same caution is needed when opening or closing valves fitted with spindles or studs of non-ferrous materials. These should ordinarily be operated by the handwheels provided and wheel spanners should be used with discretion.

3. Pending the development of a reliable non-ferrous material it has been decided that, for the present, in instances of failure on service of Naval brass and H.T. brass bolts, studs and nuts used for securing underwater fittings in machinery compartments, replacements may be made in steel of similar sizes.

**2320.—Davis Submerged Escape Apparatus**

(N.S. 3372/34.—18.10.1934.)

The allowance of the Davis submerged escape apparatus for use in submarines has been increased to provide for one set for each officer and man in the complement, plus spare sets on the following basis:—

"H" Class	...	...	...	8 sets per vessel.
"L" Class	...	...	...	12 " " "
"O," "P," and "R" Classes	...	...	...	13 " " "
(9 forward and 4 aft).				
New construction	...	...	...	One-third the number of sets allowed for complement.

The reserve stocks for dépôt ships will remain as at present, viz., 2½ per cent. of the numbers carried in the attached flotillas.

2. The re-charging of the small oxygen cylinders will be effected from standard 100 cubic feet oxygen cylinders (obtainable from all dockyards) by means of "booster" pumps which have been supplied to dépôt ships and certain dockyards.

3. The small oxygen cylinder supplied with each set is to be tested by water pressure to 3,000 lbs. per sq. in. at least every two years. The test is as a rule to be carried out in the dépôt ship, but if the test falls due when submarines are refitting, the work should be undertaken by the dockyard. The "water jacket" method is to be used for this test. The charging manifolds being fitted in submarines for re-charging the bags of the apparatus with oxygen are to be subjected to a similar periodical test. The cylinders and manifolds are to be perfectly dry before oxygen is admitted to them after the water pressure test. A record of each test and of each refilling with oxygen is to be kept on a History Sheet, Form D.216, a separate form being used for each cylinder and the refilling record being shown on the back of the form. The history sheets are to be raised in the submarine dépôt ship, or, where conditions of custody render such a course desirable, by the storing yards.

The cylinder markings are sufficient for a first record on the history sheets, and as a guide to dates for subsequent water pressure tests.

4. The life of each oxylet in the apparatus should be considered for the present as five years from the date of manufacture. Care is to be taken that the preservative coating on the oxylets is maintained in good condition.

5. As parts of the Davis submerged escape apparatus are susceptible to damage, special stowage is being arranged in submarines, and suitable stowage is to be provided, both in the dockyards and in dépôt ships, to accommodate the number of sets of apparatus likely to be held. The arrangements should provide for each set to be stowed separately, and the usual precautions applicable to the stowage of rubber and of gas cylinders should be observed. In dépôt ships, pigeon-holed cupboards should be provided, if necessary, by the ship's staff, as best suited to the spaces available in the central storerooms. The size of pigeon-hole required is approximately 18 in. x 16 in. x 4 in., and stowage should be provided for the reserve of spare sets allowed to dépôt ships for attached flotillas. Canvas haversacks are supplied to dépôt ships for use in transporting the apparatus when occasion requires.

6. To avoid risk of damage to the apparatus when submarines are refitting, the sets are to be returned to the (Superintending) Naval Store Officer of the dockyard concerned for retention on "sea store" deposit during the period of the refit, and are, without fail, to be re-embarked before the submarine again proceeds to sea.

The necessary storage has been provided at the dockyards.

When the lockers provided for the stowage of the apparatus in submarines are readily removable, the sealed lockers containing the sets of apparatus may be landed and kept intact in the stowage provided.

7. CO<sub>2</sub> absorbent will be supplied in 15 oz. airtight tins, and sets of apparatus are to be charged with fresh absorbent as follows:—

*Home Stations*:—At intervals of about twelve months and not more than fifteen months.

*China and Mediterranean Stations*:—At intervals of about six months and not more than eight months, pending further instructions when results of trial under tropical conditions are definitely known.

2358. }  
2515. } *Issued Confidentially.*

### **2516.—Director Firing Gear—Type “ G ” Gyro Director Sights— Fitting of Dummy Cover Plate when carrying out Adjustments**

*“ Nelson,” “ Rodney,” “ Kent,” “ London,” “ Norfolk,” “ York ” Classes,  
Dockyards, and Gunnery Schools*

(G. 4042/34.—15.11.1934.)

According to a report received recently, it appears that an error may be introduced into the vertical crosswires of the layer's and trainer's stabilised sight lines when the end cover plates are removed for making adjustments to prisms.

2. Normally the end cover plate when screwed up in place, locates the whole assembly. There is a tendency, however, when the cover plates are removed, for the prism cover to spring slightly, and thus move the vertical crosswire relative to the collimator.

3. It is, therefore, recommended that when it is necessary to remove the end cover plates for making adjustments to the prisms that a dummy plate be fitted and screwed in place before lining up the crosswires.

### **2610.—Rangefinder Window Cleaning Gear—Corrosion of Rangefinder and Hood**

(G. 5824/34.—29.11.1934.)

Attention is called to the possibility of undue corrosion of rangefinders and hoods, due to accumulation in the hoods of water from the window cleaning gear.

2. Where positions cannot be dried, consideration should be given to the drilling of a small drain hole on the underside of the hood, dockyard officers being consulted as necessary.

### **2659.—Tubes, Vent, Electric, ·5-inch**

(A.S. 5254/34.—6.12.1934.)

Tubes, vent, electric, ·5-inch, required for use in mainguards of ships carrying such tubes in outfit are to be taken from the outfit allowance of fully serviceable tubes. H.M. ships which do not include tubes, vent, electric, ·5-inch, in the outfit, i.e., ships outfitted with tubes, vent, electric, 1-inch, or tubes, vent, electric, “S,” ·5-inch, are to be allowed 100 fully serviceable tubes, vent, electric, ·5-inch, per ship, for use in mainguards. Tubes supplied for “testing purposes only,” are not to be used in mainguards.



2. Tubes removed from mainguards are not to be merged into ships' serviceable outfit. They should be replaced in their tins, which should then be tape-banded, marked "removed from mainguards," and returned to a Naval Armament depôt at first convenient opportunity.

3. Tubes returned after use in mainguards may, after inspection and sentence be reissued to ships "for testing purposes only."

## 2738.—Record of Repairs to Main Motors

### *Submarines*

(D. 11429/34.—13.12.1934.)

In connection with defects which arise in the main motors in H.M. submarines, instances frequently occur in which valuable assistance would be rendered if records were available concerning previous defects and repairs of these machines, particularly as to whether the armature had been repaired or rewound, the commutator rebuilt, and any portion of the field system reinsulated.

2. It has therefore been decided that a history sheet for each armature, either fitted or spare, is to be kept with the armature, containing a record of all major repairs, and of the names of submarines in which the armature has been fitted. In addition, separate details of all major repairs to main motors (apart from repairs to armatures) are to be entered on folio 14 of the Captain's Ship's Book. Any change of armature should also be noted thereon.

3. It is not intended that these instructions should apply to H.M. "L" and earlier class submarines. Most of the vessels of the "L" class have been in service for twelve to fifteen years and are being replaced by modern vessels. The large number of spares now available for this class will enable replacement to be made when defects arise and be more economical than repair, except in exceptional circumstances.

4. H.M. dockyards at home and abroad are to compile, as early as possible, the records referred to in paragraph 2 above, giving particulars, with dates, of all major repairs to main motors and armatures (including spare armatures) which have been carried out locally. The armature history sheets should be prepared and completed in accordance with the specimen "form" appended.

5. Copies of these records are to be sent to the Commanding Officers of the submarines and depôt ships concerned and to the Admiralty.

6. For all future refits of H.M. submarines, the following procedure is to be adopted:—

- (a) On the conclusion of each refit, and when repairs have been made to main motors, the dockyard officers are to forward to the Commanding Officer of the vessel concerned details of the repairs effected, to enable the armature history sheets and folio 14 of the Captain's Ship's Book to be brought up to date. A copy of the information supplied is also to be forwarded to the Admiralty.
- (b) A report is to be furnished, by telegram, at an early date in the refit of an "L" class submarine, when it is necessary to fit spare armatures or field coils, in order that timely arrangements may be made for the transfer of these items, if necessary.

*Note.*—This procedure is not intended to interfere in any way with the reports by the dockyards in regard to the despatch and receipt of spare gear as rendered on Forms D.811B and 811C.

7. In addition to the procedure outlined above, arrangements are to be made for the annual test and inspection, as necessary, of all spare armatures and field coils for submarine main motors, including those for H.M. "L" class vessels. The results of these tests should be recorded. Lists of the spares in question are attached.

*Specimen Form*

**HISTORY SHEET FOR SUBMARINE  
MAIN MOTOR ARMATURES**  
(To be kept with the Armature)

Maker's Name : *Laurence Scott.*  
Serial Number : *1297.*  
Date of Delivery : *31st December, 1928.*

Date.	Where Fitted or Carried.	Details of all Major Repairs.
13. 2.29	"Oberon" (port main motor).	<i>Armature rewound.</i>
15. 7.34	<i>Devonport Dockyard</i>	
21.10.34	"Dolphin" (spare)	
10.10.35	"Oberon" (port main motor).	

**H.M. "L" CLASS SUBMARINES**

*Spare Armatures, available at H.M. Dockyards*  
(All interchangeable)

<i>Vickers Type.</i>	<i>Laurence Scott Type.</i>	<i>Mather &amp; Platt Type.</i>
4 at Chatham.	3 at Chatham.	4 at Chatham.
1 at Devonport.		1 at Fort Blockhouse.
		1 at Devonport.

*Number of defective armatures in store*

2 at Chatham, removed from H.M. submarine "L.26."  
1 at Devonport, removed from H.M. submarine "L.18."

*Number of spare main motors complete (new)*

8 at Chatham	} Vickers type.
2 at Portsmouth	

*Number of complete sets of spare field coils considered suitable for the vessels concerned. (In store at Chatham.)*

2 sets for Vickers machines, Serial No. 7571/98.  
2 sets for Laurence Scott machines, Serial No. 29446/57.  
1 set for Mather & Platt machines, Serial No. 18960/99.

**H.M.S. "OBERON," "ODIN," "PARTHIAN," AND "RAINBOW"**  
**CLASS SUBMARINES**

*Main Motor Spare Armatures and Field Coils.*

Ship.	Armatures and Field Coils.				Where Stored.
"Oswald" ...	1 Tandem armature	...	...	...	Hong Kong.
	12 Shunt coils	...	...	...	} Hong Kong.
	12 Series coils	...	...	...	
	12 Interpole coils	...	...	...	
"Orpheus" ...	1 Tandem armature	...	...	...	Hong Kong.
	12 Shunt coils	...	...	...	} Hong Kong.
	12 Series coils	...	...	...	
	12 Interpole coils	...	...	...	

Ship.	Armatures and Field Coils.	Where Stored.
"Olympus" ...	1 Armature ... ..	Hong Kong.
	4 Shunt coils (with Thermo couples).	
	8 Shunt coils (ordinary) ...	Hong Kong.
	12 Series coils ... ..	
	12 Interpole coils ... ..	
"Otus" ... ..	1 Tandem armature ... ..	Hong Kong.
	12 Shunt coils ... ..	Hong Kong.
	12 Series coils ... ..	
	12 Interpole coils ... ..	
"Osiris" ... ..	1 Tandem armature ... ..	Hong Kong.
	12 Shunt coils ... ..	H.M.S. "Medway."
	12 Series coils ... ..	
	12 Interpole coils ... ..	
"Odin" ... ..	1 Armature ... ..	Hong Kong.
	12 Shunt coils ... ..	H.M.S. "Medway."
	12 Series coils ... ..	
	12 Interpole coils ... ..	
"Oxley" and "Otway."	2 Armatures ... ..	Malta.
	12 Shunt coils (6 fitted with Thermo couples).	
	12 Series coils ... ..	
	6 Interpole coils ... ..	H.M.S. "Cyclops."
	12 Shunt coils (6 fitted with Thermo couples).	
	12 Series coils ... ..	
"Oberon" ... ..	6 Interpole coils ... ..	Malta.
	1 Armature ... ..	
	12 Shunt coils (6 with Thermo couples).	
	6 Series coils ... ..	
	6 Interpole coils ... ..	H.M.S. "Medway."
"Parthian" ...	1 Tandem armature	Hong Kong.
	12 Shunt coils.	
	12 Series coils.	
	12 Interpole coils.	
"Phoenix" ...	1 Tandem armature	Hong Kong.
	12 Shunt coils.	
	12 Series coils.	
	12 Interpole coils.	
"Pandora" ...	1 Tandem armature	Hong Kong.
	12 Shunt coils.	
	6 Series coils.	
	12 Interpole coils.	
"Proteus" ...	1 Tandem armature ... ..	Hong Kong.
	12 Shunt coils ... ..	H.M.S. "Medway."
	6 Series coils ... ..	
	12 Interpole coils ... ..	
"Poseidon" ...	1 Tandem armature	Hong Kong.
	12 Shunt coils.	
	6 Series coils.	
	12 Interpole coils.	

Ship.	Armatures and Field Coils.	Where Stored.
"Perseus" ...	1 Tandem armature ... 12 Shunt coils. 6 Series coils. 12 Interpole coils.	Hong Kong.
"Rainbow" ...	1 Tandem armature 1 Set shunt coils. 1 Set series coils. 1 Set Interpole coils.	H.M.S. "Medway."
"Rover" ...	1 Tandem armature 12 Shunt coils. 6 Series coils. 12 Interpole coils.	Malta.
"Regent" and "Regulus" (for each vessel).	1 Tandem armature ... 12 Shunt coils ... 6 Series coils ... 12 Interpole coils ...	Malta. Malta.

H.M. SUBMARINES "THAMES," "PORPOISE," "SWORDFISH,"  
"SEAHORSE," "STARFISH," AND "STURGEON."

*Main Motor Spare Armatures and Field Coils*

Ship.	Armatures and Field Coils.	Where Stored.
"Thames" ...	1 Armature ... 12 Shunt coils ... 12 Series coils ... 12 Interpole coils ...	Malta. On board.
"Porpoise" ...	1 Armature ... 1 set Shunt coils ... 1 set Series coils ... 1 set Interpole coils ...	Fort Blockhouse ("Dolphin").
"Swordfish" ...	1 Armature ... 6 Shunt coils ... 6 Series coils ... 6 Interpole coils ...	Chatham. Fort Blockhouse ("Dolphin").
"Seahorse" ...	1 Armature ... 6 Shunt coils ... 6 Series coils ... 6 Interpole coils ...	Chatham. H.M.S. "Titania."
"Starfish" ...	1 Armature ... 6 Shunt coils ... 6 Series coils ... 6 Interpole coils ...	Chatham. H.M.S. "Titania."
"Sturgeon" ...	1 Armature ... 6 Shunt coils ... 6 Series coils ... 6 Interpole coils ...	Chatham. H.M.S. "Titania."

### 2783.—Director Firing Gear, No. 7, Mark II\*, Dial Sights— Allocation and Disposal from Ships going into Reserve

(G. 5543/34.—20.12.1934.)

The table included in paragraph 8 of this Order gives the allocation of No. 7, Mark II\*, dial sights and brackets for various ships. The form of bracket is dependent on the type of director to which the dial sight is attached.

2. Manufacture of the brackets required is carried out by Portsmouth Yard, and they are supplied in accordance with the allocation given in paragraphs 8 and 9.

3. Battleships, battle cruisers and cruisers earlier than "Nelson" and "Kent" class.

The director sights fitted in these vessels are of two types, viz. :—

Type "A," in which the telescope axis is behind the vertical sight pivot.

Type "B," in which the telescope axis is in front of the vertical sight pivot.

The dial sight brackets for these two types are dissimilar and are shown on E.F.O. 35/33 (1-2).

4. In ships fitted with "A" type director sights, where the trainer's telescope bracket has been modified to accommodate the Henderson firing gear, it is necessary to fit an adaptor bracket as shown in E.F.O. 35/33 (4), in order that the dial sight and bracket will clear the trainer's telescope and holder. These adaptors are made and fitted by the ships concerned.

5. The design of bracket for the director sight of submarine "X.1" is shown in E.F.O. 35/33 (5). As the domed cover of the director tower is capable of being raised and lowered, a caution plate is provided on the bracket.

6. *Leaders, destroyers, and sloops fitted with "W" and light type directors.*

The brackets required for "W" and light type directors are identical and are shown on E.F.O. 35/33 (7-9). In light type directors, however, a "slip-on" ring is required for the dial sight. This is necessitated by the fact that on these directors the dial sight is shipped in a position differing 180° from the normal.

Where a "slip-on" ring is necessary, it should be supplied with the bracket at the time of issue.

7. *Leaders and destroyers (new construction) fitted with director control towers, viz., "Kempenfelt" and "Crusader" class, "Duncan" and "Defender" class, "Exmouth" and "Eclipse" class, and later.*

In these vessels the bracket is made and supplied with the director control tower by the contractors.

8. *Battleships, battle cruisers and cruisers earlier than "Nelson" and "Kent" classes.*

(a) Ships with "A" type director sights. Brackets shown in E.F.O. 35/33 (1).

Class of Ship.	No. of Ships.	No. of Brackets per Ship.	No. of No. 7, Mark II*, Dial Sights per Ship.	Remarks.
"Royal Sovereign" class.	5	2 (one to each secondary armament director).	2 (one for main armament director and one for secondary armament directors).	Bracket for aloft director, a modified No. 7, Mark II, type in accordance with E.F.O. 35/33 (3).
"Queen Elizabeth" class.	5	2 (one to each secondary armament director)	1 (for secondary armament directors).	G.B.1 dial sights fitted to aloft director.
"Hood" ...	1	2 do.	1 do.	do.
"Renown" ...	2	3 (one to each aloft and secondary armament director).	2 (one for main armament and one for secondary armament directors).	
"Repulse" ...				
"Hawkins" class...	4	1 (for main director).	1 (for main director).	
"D" class cruisers (except "Diomedé" and "Despatch").	6	1 do.	1 do.	
"Carlisle" class ...	5	1 do.	1 do.	
"Ceres" class ...	5	1 do.	1 do.	
"Caledon" class...	3	1 do.	1 do.	
"Centaur" class...	2	1 do.	1 do.	

(b) Ships with "B" type director sights. Brackets shown in E.F.O. 35/33 (2).

"Emerald" ...	2	1 (for main director).	1 (for main director).
"Diomedé" ...	2	1 do.	1 do.
"Despatch" ...		1 do.	1 do.
"Comus" ...	1	1 do.	1 do.
"Cambrian" class	5	1 do.	1 do.

(c) Leaders\* and destroyers\* with "W" type director sights—brackets shown in E.F.O. 35/33 (6) and (7). One bracket and one dial sight to each vessel.

(d) Leaders,\* destroyers\* and sloops\* with light type director sights—brackets shown in E.F.O. 35/33 (8) and (9). One bracket and one dial sight to each vessel.

(e) Leaders\* and destroyers\* fitted with director control towers—one dial sight to each vessel.

\* Vessels on commission only.

9. *Reserves.*—The following complement of reserve No. 7, Mark II\*, dial sights are to be retained as follows :—

(a) Malta—two in number to be retained in store at the dockyard and one to be carried on board the dépôt ship.

(b) Hong Kong—one in number to be retained at the dockyard and one to be carried on board the leader for the destroyer flotilla.

(c) Bermuda—one in number to be retained at the dockyard.

(d) Simonstown—one in number to be retained at the dockyard.

(e) East Indies—one to be retained at Colombo as reserve for cruisers and sloops.

Portsmouth Yard should arrange for the necessary supply.

10. All dial sights, brackets (except those supplied as part of a destroyer director control tower) and slip-on rings which are surplus to the complements set out in paragraphs 8 and 9, are to be retained at Portsmouth Yard as stock for future allocation as required. All demands and surrenders should be made to that Yard.

11. Vessels which are placed in reserve or due for scrapping should transfer their dial sights and brackets to Portsmouth Yard without delay, in order that they may be available for issue to replacement vessels as required.

12. Any establishment or vessel in commission not in possession of instruments and brackets authorised by this order should requisition them from Portsmouth.

13. In the case of sloops and destroyers under construction, the dial sights and brackets should be demanded by the Dockyard or Gun Mounting Overseer (in the case of contract-built ships) if they have not been supplied with the director.

14. Portsmouth Yard should include an entry in their quarterly return of issues and receipts of director firing gear to indicate existing stock of No. 7, Mark II\*, dial sights, brackets and slip-rings, giving in each case the type of director for which the bracket is suitable.

### **2789.—Torpedoes, 21 in., Mark V, issued to Vessels with Revolving Tubes—Removal of Gyro Angling Gear**

(A.S. 6215/34.—20.12.1934.)

Torpedoes, 21 in., Mark V, fitted with gyro angling gear, are required for ships and vessels with fixed A.W. tubes only.

2. Torpedoes, 21 in., Mark V, supplied in future to destroyers and cruisers with revolving tubes will therefore not be fitted with gyro angling gear.

3. This gear will be removed from torpedoes concerned as and when they pass through workshops for overhaul, etc., and before issue to ships and vessels detailed in paragraph 2.

### **2791.—Main Batteries of Submarines—Sealing Materials**

(D. 12344/34.—20.12.1934.)

It has been brought to notice that in recent requisitions for sealing materials of submarine batteries, the trade name of the particular grade of sealing compound required has not been quoted and a consequent delay in delivery has resulted.

Care is to be taken in all future requisitions for sealing compound to quote the trade name of the grade required.

2. The materials and the particular purpose for which they are used are as follows:—

(a) "*Compez*" is a compound which is placed, in ribbon or strip form, between the container and cover of all cells of the lid suspended type, viz., E.I. 3820 L.S.; E.I. 3820 L.S.V.; E.I. 4280 L.S.; G.M. 33; G.B.S. 33; S.M. 33; H.C.A. 41; H.C.I. 41; S.M.I. 33; and S.E. 37. It is also used as a putty compound for the types of cells referred to in (b) below, a small portion of "*Compez*" being placed in each of the four corners of the joint, in order to prevent molten "*Sealex*" from flowing into the cell.

(b) "*Sealex*" is a compound which is poured into the trough between the container and cover of cells of the ledge suspended type, viz., E.I. 3830 I.; E.I. 6300; E.I. 6300 I.; M.I. 33; H.C.S. 41; H.C.S.I. 41; and S.H.I. 37.

(c) "*Pinex*" is a solution which is painted on the indiarubber joint, the top of the container, and on the underside of the cover, of all the types of cells referred to in (a) above, in order that the "*Compez*" compound will adhere.

3. The sealing materials should be stored in a cool position, but storage in the inflammable store is not considered necessary.

**2795.—Towage Assistance for H.M. Ships and Vessels at Hull**

(C.P. 24521.—20.12.1934.)

A contract arranged by the Admiralty Agents, Messrs. Mathwins, on behalf of the Admiralty, with the United Towing Co., Ltd., of Hull, is available for any towage requirements of H.M. ships and vessels in the vicinity of that port.

2. Such requirements should be notified to Messrs. Wm. Mathwin & Son (Hull), Ltd., The Avenue, Hull, who will, if required, supply details of the contract and will make the necessary arrangements. It is understood that under a local arrangement (of which the Captain, F.P. & M., has details) it is customary for Fishery Cruisers going into St. Andrew's Dock (Fish Dock) to be provided with tugs free of charge, and the contract will not apply to such services.

**2830.—Empty Cartridge Cases—Packing to Prevent Damage**

(A.S. 5392/34.—27.12.1934.)

When unpacking fired cartridge cases returned by H.M. ships, considerable numbers are found to be damaged owing to the cases being incorrectly packed in the ammunition boxes. The cases are frequently received wedged into the fittings of the boxes, which causes damage to the fittings and also to the threads of the primer hole of the cases in the efforts to release them.

2. The removable packing frames in boxes, ammunition, Q.F., 4 in., C.154 and C.155, Marks I\*\*, II\*, and III, are fitted with three diaphragms (top, middle, and bottom). A wood star-shaped fitting which is provided with four grooves is secured to the inner side of the bottom diaphragm, and is capable of being rotated.

3. When packing complete rounds of ammunition the star-shaped fitting is placed in line with the arms of the diaphragm, but when fired cases are to be packed the star-shaped fitting (previous to insertion of the fired cases into the packing frame) is to be rotated so that each of its four ends makes an angle of approximately 45° with the arms of the diaphragm. In this position the fitting forms a stop and the grooves provide a support for the mouths of the empty cases.

4. Neglect to turn the star to the correct position for packing fired cases results in the empty cases being forced too far down into the packing frame, and may result in damage to and wedging of the cases in the box.

5. The removable packing frames of boxes, ammunition, Q.F., 4.7 in., C.163, Marks I\*\*, II\*, and III, are not provided with the fitting referred to above, but to secure fired 4.7 in. cases in the packing frame two wooden turn buttons are secured to the top side of the upper diaphragm.

6. When complete rounds are packed in C.163 boxes the buttons are turned clear of the bases of the cartridge cases, but for packing fired cases the buttons are to be turned so as to overlap the bases of the cases and secure them in position in the packing frame.

7. Care is therefore to be exercised to ensure that all 4.7 in. and 4 in., Q.F. empty cartridge cases returned in boxes, ammunition, C.163, C.155, and C.154, by H.M. ships to a Naval armament dépôt, or transported between dépôts, are correctly packed as described above.

8. As soon as suitable instructional labels can be obtained and when boxes pass through laboratories for filling or examination, such labels will be affixed to the underside of the wood lids, indicating the correct method of packing the fired cases in question.



## 1935

**16.—·5-in. Machine Gun Ammunition in Links—Packed in Boxes A.S.A., G.S., H.4, Mk. XI**

(A.S. 5506/34.—3.1.1935.)

*(This reprint embodies A.F.O. 82/35.)*

A report has been received of jams experienced in the early stages of firing trials of ·5-in. machine guns using linked ammunition. The jams may have been partly due to inaccurate alignment of the rounds in the belts.

2. It is considered that mal-alignment of linked ammunition is mainly occasioned by the difficulties experienced in withdrawing the rounds from Boxes A.S.A., G.S., H.4, Mk. XI, which are being temporarily used for packing ·5-in. M.G. ammunition pending the availability of Boxes A.S.A., H.24, Mk. I.

3. To facilitate the withdrawal of ·5-in. linked ammunition from H.4 boxes, it has therefore been decided that after removal of the tear-off lid of the lining, the curved end piece, which is soldered to the top of the lining, is also to be removed by means of a pair of pliers or other suitable tool in order that the maximum opening may be obtained for easy extraction of linked ammunition from H.4 boxes.

4. It is anticipated that first supplies of the new Boxes A.S.A., H.24, Mk. I, will become available for distribution early in 1935, and Armament Supply Officers will arrange in due course for the gradual replacement of outfits of linked ammunition at present packed in Boxes A.S.A., H.4, Mk. XI, as supplies of the new boxes become available and convenient opportunities offer. The necessary instructions for guidance of Armament Supply Officers will be issued at a later date.

5. Care is to be taken to see that the belt fitting machines are in adjustment so that the rounds are correctly located in the links.

6. The correct position for the base of the round is 2·65 inches from the rear end of the front band of the link, and machines should be adjusted accordingly.

**18.—Fuzes, D.A., No. 131, of 1933 Filling, Fitted with Detonators accepted in 1930-1931**

(A.S/G. 5341/32.—3.1.1935.)

The following lots of fuzes, D.A., No. 131, Mark V\*, of V.S.M. manufacture, filled in 1933, contain detonators accepted in 1930-1931, viz. :—

<i>Fuze Lot Nos.</i>						<i>Date of Filling.</i>
Nos. 1 to 9, 71 and 72	...	...	...	...	...	2.33.
Nos. 10, 23 to 32	...	...	...	...	...	3.33.
Nos. 33 to 39	...	...	...	...	...	4.33.
Nos. 40 to 55	...	...	...	...	...	5.33.
Nos. 56 to 68	...	...	...	...	...	6.33.

2. These fuzes will require redetonating two years before the normal time, and the lot numbers should be specially recorded at R.N. Armament Depôts, since the date of filling will not represent the beginning of the life of the detonators.

3. Outfits of H.E. ammunition supplied to ships for Q.F., 2-pdr. single pom-poms, should include a proportion of ammunition fitted with these fuzes if available, in order that opportunity may be afforded for expenditure of as many as possible at practice firings.

## 19.—Cases, Powder, Rectangular W—Stowage

(A.S. 6579/34.—3.1.1935.)

As some time must elapse before cartridges for B.L., 6 in., Mark XII guns can be repacked at Naval Armament Depôts in cases, powder, rectangular W, fitted with the improved filling pieces to facilitate withdrawal of charges, and no advantage will be gained by restowing cases as described in A.F.O. 2660/34 pending supply of cartridges packed by the new method, action on A.F.O. 2660/34 may be deferred until cartridges so packed are available.

2. Armament Supply Officers will make arrangements for repacking outfits in due course and for exchanges with H.M. ships as the new packing pieces are available and favourable opportunities offer.

## 31.—Fitting of Chromium Plated Taps in the Bathrooms, Sick Bays, etc., of H.M. Ships

(M.F. 16071/34.—3.1.1935.)

Approval has been given for chromium plated taps to be fitted in the bathrooms, sick bays, etc., of new construction ships. In completed ships, when the existing taps become defective they will be replaced by chromium plated taps.

2. These fittings should be cleaned if possible each day, but not less frequently than twice a week, using a damp cloth and fresh water only. Metal polishes of any description or other cleaners are not to be used.

## 83.—Binoculars, Pattern 1900A, C.F.41—Purchase by Officers direct from Messrs. Barr & Stroud, Ltd.

(C.P. 25957/34.—10.1.1935.)

Binoculars, Pattern 1900, Type C.F.30, have now been superseded by Pattern 1900A, Type C.F.41. The arrangements made with Messrs. Barr & Stroud to supply Type C.F.30 to Naval officers still hold good. The firm have also agreed to supply the Type C.F.41 direct to individual officers at the special price of £16 if delivered without N.P.L. certificate, or £16 3s. 6d. if delivered with the N.P.L. certificate plus the nett cost of the N.P.L. certificate which is 10s.

2. Officers requiring binoculars or further information regarding the instruments and prices should communicate *direct* with—

Messrs. Barr & Stroud, Ltd.,  
Anniesland,  
Glasgow, W.3,  
or 15, Victoria Street, London, S.W.1.

It should be clearly understood that these special prices can only apply in case of application direct to the firm at Anniesland, Glasgow, W.3, or 15, Victoria Street, London, S.W.1. *These prices cannot be obtained for supplies through retailers and should not be disclosed to them.*

(A.F.O. 503/36.)

**87.—Paravane Derricks**

(D.N.C./D. 13355/34.—10.1.1935.)

It is the general practice for derricks for recovering paravanes to be designed for a load of 2 tons, and the derricks of all ships so fitted are to be tested when rigged with a static load of 4 tons and a running load of 3 tons.

2. The permanent inhaul wire in ships so fitted (as distinct from recovery gear) is however only suitable for a working load of 1 ton, and in order to obviate overstressing the inhaul wire the derrick is to be temporarily rigged with a wire capable of withstanding a static test load of 4 tons when applying the tests to the derrick.

3. The inhaul wire, when rigged on the derrick, is to be tested with a static load of 2 tons and a running load of  $1\frac{1}{2}$  tons.

**88.—Method of Supporting Flexible Cables on the Coned Portion of Turrets**

(D. 10619/34.—10.1.1935.)

A report has been received stating that the flexible electric cables clipped to the coned portion of the turrets in H.M.S. "London" have deteriorated owing to oil running down the cone and adversely affecting the insulation of the cables.

2. The following method is to be used for supporting flexible electric cables from the coned portion of turrets in all future construction, and when rewiring of the circuits becomes necessary in existing vessels:—

- (a) The cables are to be supported  $1\frac{1}{2}$  ins. away from the cone by the use of pairs of mild steel brackets as shown in E.F.O. 146/34.
- (b) The slope of the arms is to be such that oil will not run on to the cables. Existing holes in the turret cone may be used to secure these brackets, which are to be spaced approximately 10 ins. apart around the cone. No channel plating is to be fitted, as this would tend to catch and retain any oil that may drip from above.

**124.—Torpedo Tubes, 21-in., Q.R. III and III\*—Re-arming with 21-in., Mark IX-IX\* Torpedoes**

*H.M. Ships "Codrington," "Acasta" Class, "Keith," "Beagle" Class, "Kempenfelt" and "Crusader" Class and Dockyards.*

(T. 3176/34.—17.1.1935.)

It has been decided to re-arm the 21-in. Q.R. III and III\* torpedo tubes with 21-in. Mark IX-IX\* torpedoes, as soon as they become available.

2. The torpedo tubes will require lengthening to accommodate this type of torpedo, and extension pieces are to be fitted between the lip ends and the middle lengths of the tubes.

3. Modified latch trippers will also be required for use with this torpedo.

4. The extension pieces and modified latch trippers are to be manufactured at Sheerness and supplied to the dockyards concerned for fitting to the torpedo tubes.

5. In "Codrington," "Acasta" Class, "Keith" and "Beagle" Class vessels, the masts are to be moved aft and the casings of the natural exhausts from engine rooms are to be recessed to enable the lengthened torpedo tubes to clear.

6. Drawings showing the modifications required will be supplied by Malta to the dockyards concerned.

7. The work of modifying the vessels and fitting the extension pieces and latch trippers is to be carried out at the next refits of the vessels.

8. In "Kempfenfelt" and "Crusader" Class, the extension pieces and latch trippers are to be fitted at the first convenient opportunity after they become available.

9. An item for this work should be inserted in the next list of alterations and additions.

### 125.—*Issued Confidentially.*

## 214.—Piasaba Brushes and Cleaners—Preservation

(A.S./G. 01778/33.—31.1.1935.)

As a result of storage trials, it has been determined that the best conditions for preserving the life and flexibility of piasaba fibre are a low temperature and a high humidity.

2. Wherever possible, therefore, piasaba brushes, etc., should be kept in damp storage in preference to dry storage.

## 268.—Q.F., 2-pdr., H.E. Ammunition, Fuzed No. 131 Fuze— Corrosion of Rounds that have been exposed to Damp

(A.S. 6612/34.—7.2.1935.)

The aluminium parts of No. 131 fuzes are very liable to rapid corrosion if ammunition containing them has become wetted through leakage of packages or through getting sprayed at gun positions.

2. Ammunition packed in steel ammunition boxes, C.190, is particularly liable to attack through moisture if the boxes have been turned upside down or on their sides. In these positions the interior watertight seal becomes broken though the seals on the outer package remain intact, since the weight of the rounds lifts the lining lid to a sufficient extent to permit ingress of water or moisture, especially via the depression in the end of the box for handle.

3. Care should be taken to keep boxes, C.190, in the upright position and to look out for corrosion when opening up boxes on board, as rounds so affected are unserviceable for use in the gun and should be dumped, other supplies being demanded in lieu.

4. When outfits of Q.F., 2-pdr., H.E. ammunition, fuzed No. 131 fuze, packed in boxes, C.190, are landed by ships in future, Armament Supply Officers should carry out 100 per cent. overhaul and report from time to time numbers examined and defects found. Outfits of similar ammunition packed in boxes, C.102, landed in future will not be subject to 100 per cent. overhaul, but will be dealt with on receipt in accordance with the usual practice.

5. Measures for the better protection of No. 131 fuzes in future are under investigation.

(C 27002)

**276.—A.W. Torpedo Tubes—Modification to Cordite Impulse Firing Gear***Vessels and Dockyards concerned*

(T. 3405/34.—7.2.1935.)

In order to facilitate dismantling, the valve seats and inner valve bodies of cordite impulse firing gear are to be modified as shown in red in E.F.O. 3/35.

2. The work, which is to be regarded as a defect, should be done when the modifications authorised in A.F.O. 933/33 are being carried out, or at the next refit of the vessel if the latter modifications have already been done.

(A.F.O. 933/33.)

**380.—Gun Mountings—Swashplate Engines for Oil Pressure**

(G. 3960/34.—14.2.1935.)

Instances have been reported of pitting in swashplate engines in ships using oil as a pressure medium due to the casings not being kept filled with oil, and it has been found that in some cases this cannot be done owing to the leak-off pipe not rising above the top of the casing.

2. All such leak-off pipes are to be carried sufficiently high to ensure that the casings can be kept flooded with oil, and a breathing pipe should be fitted at the highest part of the bend in the pipe to prevent syphoning.

3. Casings of spare engines on board should be filled with oil, and a notation that they have been filled should be made amongst the annual examinations of spare gear in Form S.1151A—Register for non-transferable gun mountings using oil as a pressure medium.

**383.—Cases, Cartridge, Q.F., 4 in., Mark IV, of K.N. 1914, 1915, 1916, 1917, and 1918 Manufacture**

(A.S. 5649/33.—14.2.1935.)

Stocks and requirements of cases, cartridge, Q.F., 4 in., Mark IV, of K.N. 1914, 1915, 1916, 1917, and 1918 manufacture, have been reviewed, and the following action is to be taken, viz. :—

- (a) *Cartridges made up with the above-mentioned cases on board ships, except Gunnery School tenders.*

All to be landed at the first convenient opportunity and others demanded in lieu.

- (b) *Cartridges (except Gunnery School cartridges) made up with the above-mentioned cases in store.*

All made up with S.C. cordite to be re-made with serviceable unrestricted cases, and merged into stock.

All made up with M.C. cordite to be set aside until required to be dealt with on orders for break-down or conversion.

- (c) *Gunnery School cartridges made up with K.N. cases 1915 and 1917.*

Serviceable stocks in these cases may be issued for expenditure at Gunnery School firings. Any remaining stocks of cartridges in cases K.N. 1914, 1916, 1918, should be broken down and re-made with serviceable cases.

## 2. *Empty Cases.*

- (d) All stocks of K.N. 1915 and 1917 manufacture at home depôts are to be retained. These may be used until further notice for making up Gunnery School cartridges only, subject to examination previous to filling of every case brought forward for filling, and to rejection of all cases found cracked.
- (e) All cases of K.N. 1914, 1916, and 1918 manufacture now in store or subsequently recovered at depôts at home or abroad are to be disposed of. K.N. cases of 1915 and 1917 manufacture in store or subsequently recovered at depôts abroad may also be disposed of.

## 393.—Trials carried out with Chernikeef and Pitometer Logs

(D. of N./N.S. 14998/33.—14.2.1935.)

Trials carried out both with Chernikeef and Pitometer Logs since being installed in ships have brought out the following points :—

- (A) Though a considerable improvement on Forbes Log, neither Chernikeef nor the Pitometer Logs are entirely free from the errors apparently inherent in all bottom logs.
- (B) These are, broadly speaking—
- (i) A tendency to overlog at higher speeds.
  - (ii) A tendency to underlog as the bottom becomes foul.

So far as has been ascertained to date, in a normal log, the range of error on either count is not likely to exceed 5 per cent. The errors are almost certainly due to varying stream-line effects in the vicinity of the log, at different speeds, and under different conditions of the ship's bottom. The further the protrusion of the log from the hull, the less will probably be the range of error.

- (C) If the log is not situated at the exact turning point of the ship, a small error will arise when the ship alters course ; but its effect will only be appreciable if large alterations of course are frequent, and mostly in the same direction.
- (D) From the foregoing it will be seen that a close watch should be kept on the bottom log, and curves should be obtained showing percentage error for any conditions of speed or dirty bottom. These data should be entered in the Navigational Data Book, and constantly checked.
- (E) The Trident Log is unaffected by bottom conditions and affords a valuable check on the behaviour of bottom logs at speeds up to 20–25 knots, and in varying weather conditions.

The error when altering course is not appreciable, because although the stern of the ship describes a larger circle than the pivoting point, the actual rotator follows on a smaller circle which is probably not very different from that of the pivoting point.

Every opportunity should therefore be taken to make use of the Trident Log as a check, especially during long passages.

2. The gist of this information will be included in the next edition of the *Manual of Navigation*.

3. When resetting the impeller blades of Chernikeef Logs by means of the special adjusting tool, greater accuracy is obtained if the blades are set slightly beyond the required angle (say 5 divisions), and then brought back again to the appropriate scale reading.

#### 440.—Director Firing Gear—Illumination of Director Training and Elevation Receivers—Improvements to be Incorporated—REPORT

*"Acasta," "Beagle," "Crusader," "Defender" Class, Leaders and Destroyers. "Dorsetshire," "Norfolk" "York," "Exeter." Dockyards.*

(G. 2159/34.—21.2.1935.)

Investigations have recently been undertaken to determine the best means of improving the illumination and visibility of the pointers in director instruments, and the basis of the investigations has been on the following lines:—

- (a) An increase in the number of lamp fittings.
- (b) *Provision of more suitable lamps.* (See A.F.O. 458/35.)
- (c) Re-colouring of the pointers and dial graduations. Conclusions have not yet been arrived at in connection with (a), but a further Order will be promulgated when the investigations have been completed.

2. *Dials.*—In connection with (c) of paragraph 1 the principle of adopting black dials for elevation and training receivers on open mountings—e.g., destroyers—and for training receivers fitted in close proximity to sighting ports at the local director sight, has been decided upon.

3. The following colours are proved to be the best for general use in receivers.

- (a) *For black dials.*—White mechanical pointers. Yellow electrical pointers for the primary circuit and red electrical pointers for the secondary circuit where fitted.
- (b) *For white dials.*—Black mechanical pointers. Electrical pointers as for black dials.

4. Action is to be taken by the staffs of the ships concerned, assisted as necessary by depôt ships or dockyards to modify the following types of instruments as stated.

- (a) *"D," Marks I, III, and III\* elevation receivers; "D," Mark I and I\* training receivers.*

The existing red pointers to be re-coloured yellow. In the "D," Mark I\* and III\* receivers, fitted in "Defender" class, the point-to-point type of pointers are to be additionally modified as shown in E.F.O. 8/35.

The above instruments, which are fitted with the overlapping type of pointers, are to have the upper sets of these pointers suitably skeletonized so that the lower pointers are visible when in coincident positions.

The existing 1° and 1½° graduations on the minute scales of these receivers are to be reduced, the latter to half their original lengths as shown in E.F.O. 8/35.

- (b) *"B," Mark III elevation receiver.*

The existing red pointer to be coloured yellow, and the existing blue pointer to be coloured red.

The engraving on the flanges of the motor chambers to be altered to read "yellow circuit" instead of "red circuit," and "red circuit" instead of "blue circuit".

(c) "*B*," *Mark III training receiver.*

The existing dial to be coloured black. The mechanical pointer to be coloured white, the existing red pointer to be coloured yellow, and the existing blue pointer to be coloured red. The flanges of the motor chambers to be modified as at 4 (b) above. The dial figures to be red and green, but the graduation lines and circles to be coloured white.

(d) "*D*," *Mark II training and elevation receivers.*

The existing red pointers to be coloured yellow, and the existing blue pointers to be coloured red. The upper pointers to be skeletonized in order to obtain a view of the slow pointers when in coincident positions. The graduations of the minute scales to be reduced in size as shown on E.F.O. 8/35. The terminal markings of the two elevation or training motors in the terminal chambers of the instruments to be re-coloured to agree with the new pointer colouring, *i.e.*, the present red 1, 2, 3, to be yellow, and the present blue 1, 2, 3, to be red.

5. At the same time that the alterations described in paragraph 4 above are made, the engraving on the tally plates of the gun elevation and gun training motor transmitters is to be altered to read "yellow pointers" in place of "red pointers," and "red pointers" in place of "blue pointers."

6. With regard to the colouring of the pointers, it has been found that the shade giving the best results for yellow pointers is an equal mixture of "Aureolin" and "Cadmium Orange," and for the red pointers, a bright shade of "vermilion" is required.

7. Arrangements should be made by Portsmouth Yard for the supply of a suitable paint of the above tints for issue to the ships concerned on demand. Any doubt as to the suitability of a paint so far as colour is concerned, should be referred to the Captain, H.M.S. "Excellent," for decision.

8. The ships concerned should forward their demands for paint to Portsmouth Yard.

9. The following procedure should be adopted when altering the colours of pointers from black to white; and dials from white to black:—

Boil off existing white or black enamel, and wax or enamel fillings, in a strong solution of caustic soda. Sand-blast dial to clean thoroughly. Spray surface with black or white enamel of good quality oil basis. Stove at 350° F. for 70 minutes. Paint in any engravings with enamel of appropriate colour, using a fine brush. Any good quality oil or spirit enamel may be used.

10. Arrangements are to be made by dockyards, gunnery schools, and establishments concerned, to modify spare receivers, receivers on reserve mountings, or instruments which are on loan for instructional purposes, the latter being returned to the nearest dockyard in cases where the modifications cannot be conveniently undertaken by the instructional establishments.

11. A report should be forwarded through the Administrative Authorities when the alterations have been completed.

12. *Note.*—The vessels in which the various marks of receivers are fitted will be found in C.A.F.O. 2515/34.

(C.A.F.O. 2515/34.)



**509.—Spare Parts for McLaren Engines—Price Discount**

(C.P. 2839/35.—28.2.1935.)

Messrs. J. & H. McLaren, Ltd., of Midland Engine Works, Leeds 10, have agreed to allow a discount of 10 per cent. (ten per cent.) off list prices for future purchases of spare parts for their engines. This allowance should be borne in mind when dealing with local purchases.

**560.—H.P. Air Pressure Gauges—REPORTS**

(T. 750/35 and T. 807/35.—11.4.1935.)

*(This reprint embodies A.F.O. 943/35.)*

Several cases have occurred of fractures in the Bourdon tube of 5 in. pressure gauges, Pattern 2520A, used in connection with H.P. air service systems. The cause of the failure, which is obscure, is being investigated. Meantime, in order to avoid the possibility of danger to personnel, all gauges which have been delivered from the makers or which have been fitted in ships since the end of March, 1934, should be modified as follows without delay—

- (1) The back to be entirely removed and a sheet of thin paper affixed over the open back to exclude dirt.
- (2) The gauge, if mounted on a bulkhead, to be removed and placed at least 4 in. from the bulkhead.
- (3) If the gauge is mounted on a gauge board, a hole is to be cut in the gauge board immediately behind and large enough to clear the hole in the back of the gauge. There is to be not less than 4 in. between the gauge board and bulkhead.
- (4) The glass is to be removed.

2. The serial numbers of all the gauges under suspicion (all manufactured by Messrs. Dewrance) have now been ascertained and are as follows :—

Description of Gauge.	Serial Numbers (inclusive in each case).	Remarks.
Patt. No. 2520A (5 inch face, 4,000 lbs. per sq. in.) Total—226 in No.	756568 to 756599	Originally supplied for "Severn" and "Clyde."
	758158 to 758171 758272 to 758286 759323 to 759433 759528 to 759533	Originally supplied to Home Yards for store purposes, for issue as required.
	765581 to 765586 765596 to 765598 765602 to 765607	Originally supplied to Messrs. Vickers-Armstrong, Ltd.
	766513 to 766516	Originally supplied for air dehydration plants, Loch Long.
	772365 and 772366	Originally supplied for "Fearless."
	772700 to 772722	Originally supplied for air compressors of "Apollo," "Sydney" and "Galatea."
	772777 and 772778	Originally supplied for "Foxhound" and/or "Fortune."
	774237 and 774238	Originally supplied for Torpedo Dépôt, Devonport.

Description of Gauge.	Serial Numbers (inclusive in each case).	Remarks.
Patt. No. 4669 (4 inch face, 4,000 lbs. per sq. in.) 31 in No.	758237 to 758254 759505 to 759515	Originally supplied to Home Yards for store purposes, for issue as required.
	762286 and 762287	Originally supplied for " Salmon " and " Sealion."
Patt. No. 4670 (7 inch face, 4,000 lbs. per sq. in.) 26 in No.	758255 to 758266 759516 to 759521	Originally supplied to Home Yards for store purposes, for issue as required.
	762240 to 762247	Originally supplied for " Salmon " and " Sealion."

The serial number is stamped on the back of the brass case.

3. The serial numbers of all Dewrance Gauges of these patterns, wherever fitted, or if in store, are to be examined on receipt of this Order. Those bearing any of the above serial numbers are to be treated as shewn above, and on completion of the work a report is to be rendered giving the serial numbers and (if in use) the positions in which they are now fitted. On the issue from store of a gauge bearing any of the numbers quoted, the officer to whom it is issued is to be informed at the same time that it comes under the above provisions and is to be mounted as therein directed.

4. Gauges are at present available for replacement as follows :—

Pattern No. ... ..	2520A	2521	2526
Diameter of face ...	5 inch	5 inch	5 inch
Pressure, lbs./in. <sup>2</sup> ...	4,000	5,000	6,500
Chatham ... ..	2	7	10
Sheerness ... ..	14	1	13
Portsmouth ... ..	7	4	2
Devonport ... ..	15	1	Nil.
Totals ... ..	38	13	25

All ships and services in which any of the gauges under suspicion are at present fitted are to forward demands to their storing yards for replace gauges. These demands are to be met so far as practicable, having regard to requirements for ordinary services, from the above stocks (submarines taking precedence) and from any new gauges received from Messrs. Dewrance ; with regard to the latter, though some improvement will have been made in the material and manufacture of their Bourdon tubes, they are, until further instructions are issued, to be treated and mounted as laid down in paragraph 1.

The above treatment is also applicable to the Pattern No. 2520A gauges of " Salmon " and " Sealion " in which new Bourdon tubes have been fitted, viz., Nos. 762260 to 762285, 770818 and 770819.

5. Instructions as to disposal of suspect gauges returned to store will be issued later.

6. The foregoing provisions are applicable also to vessels under construction.

### 561.—Types and Uses of Two-wire Telephones

(T. 722/35.—7.3.1935.)

Mark.	Pattern No.	Description.	Where used.	Remarks.
II	7951	Handset type	General use.	—
II*	7952 9057	Handset type for use with :— Receiver hooter.	In positions where a louder call up is required but a bell is not desirable.	The receiver mounted in the sound reflector of the receiver hooter, Pattern 9057, effects the louder call up and may also be used as an extra listener.
II**	7952A	Handset type, with extra receiver...	In turrets and places where the telephone number is situated near telephone, but amount of noise makes a second earpiece necessary for reception.	—
III	9053	Pedestal pattern, with clip to mount on desk.	Cabins and offices of existing ships ...	Superseded by Mark VI for new construction and for future replacements.
IV	9249	Headset, with broach transmitter and switchbox.	Armament telephones connected to Fire Control exchange.	These phones require :— Plug, Pattern 7955. Plug box, Pattern 7953 (single socket), or Pattern 7954 (double socket). Stowage box, Pattern 9288.
IV*	9249A	Headset, with broach transmitter and switchbox.	Armament direct lines where call up is required.	
IV**	9249B	Headset, with broach transmitter ...	Armament direct lines where call up is not required.	
V	9283	Handset type, with extra receiver and terminals to connect to calling relay box to provide lamp and bell call up.	In noisy positions where louder call up is required and extra receiver necessary for reception.	Lamp and bell may be common to a group of these telephones. Lamp may be omitted where bell is distinctive and therefore visual indication is not required.

VI	9044	Light handset type ... ..	Cabins and offices ... ..	This is designed to facilitate transmission <i>from</i> a noisy compartment. The speaker must have his mouth as close as possible to the mouthpiece if satisfactory transmission is to be obtained and they should therefore be mounted on the bulkhead at the average height of a man's mouth.
VII	9245	"Dinproof" for bulkhead fitting with two receivers.	In noisy positions where noise is continuous and of a pitch likely to be picked up by transmitter and interfere with normal transmission.	
V**	9283B	Handset type, with extra receiver and separate lamp and bell call up.	Submarines and for emergency telephones on other ships.	These telephones require three wires as a separate wire is used for call up.
VIII	9238	Handset type, with buzzer incorporated in the instrument.	Submarines in cabins, wardroom and positions where noise is insufficient to warrant fitting V**.	
Telaupads Mark I	9250	Headset, with switchbox (no transmitter).	For use on lines connected to fire control exchange.	These require :— Plug, Pattern 7955. Plug box, Pattern 7953 (single socket), or Pattern 7954 (double socket). Stowage box, Pattern 9288.
I*	9250A	Headset, with switchbox (no transmitter).	For use on direct lines where call up is required.	
I**	9250B	Headset (no transmitter) ... ..	For use on direct lines where call up is not required.	

**574.—Preservation of Birmal Metal Boats.**

(D. 2057/35.—7.3.1935.)

The following general instructions concerning the painting, cleaning, etc., of Birmal metal boats are to be observed in H.M. ships to which these boats have been allocated:—

- (a) Polished fittings are to be kept bright by the frequent application of a soft cloth and occasional application of metal polish.
- (b) All joints between fittings are to be made with zinc paint, and joints between dissimilar metals should, wherever possible, also have a fibre washer inserted. The fastenings must be of stainless steel where “Birmabright” attachments cannot be used on account of strength.

2. The boats will be supplied painted, and as the best possible adhesion between paint and metal is achieved initially, this is not to be destroyed by removing all the paint before repainting. The following procedure is therefore to be adopted:—

- (a) Remove marine animals and weed when wet, using a wooden scraper.
- (b) Scrub down thoroughly and dry.
- (c) Rub down with pumice or emery cloth, leaving the grey under-coating or aluminium pigmented varnish coating intact.
- (d) Areas of metal surface free from paint from service causes or other irregularities can be made up with zinc oxide oil paste, Pattern 104.
- (e) Degrease all surfaces before painting by rubbing down with a clean cloth and white spirit or petrol. Repeat the operation with a fresh cloth and solvent.
- (f) Make paint applications as follows:—
  - (1) *Exterior Surfaces.*—One coat varnish, Pattern 86, pigmented with zinc oxide white, Pattern 104.  
One coat of Service aluminium paint consisting of:—
    - 2 lbs. aluminium paint powder.
    - 1 gallon varnish, Pattern 86.
    - Up to  $\frac{1}{2}$  pint Japan gold size (dryer), Pattern 69.One coat Service grey or white as required.
  - (2) *Interior Surfaces.*—If original priming is disturbed touch up with varnish, Pattern 86, pigmented with zinc oxide, white, Pattern 104, if finishing coats are to be white; or with Service aluminium paint if finishing coats are coloured or aluminium.

Anti-fouling and lead base paints should not be used, except that lead base paints may be used as a finishing coat as shown above.

***Zinc Plates.*—**

- (a) The zinc plates attached to the propeller bracket are to be renewed when required by new plates of similar dimensions.
- (b) Jointing material is to be applied between the plate and the bracket, but not into the screw holes.
- (c) Contacting surfaces between the zinc plate and the screws must be bright and clean.
- (d) The zinc plate is not to be painted.

3. The foregoing instructions are also to be noted by the dockyard officers concerned for guidance when these boats are being repaired at H.M. dockyards.

### **671.—Rangefinders, 22 ft., F.X.3, on M.G. 23 Mountings— Backlash in Elevating Drive—Elimination**

*“ Kent ” and “ London ” Classes*

(G. 543/35.—14.3.1935.)

During recent trials to investigate the causes of excessive vibration of rangefinders in the after turrets of 8-in. cruisers, it has been established that any backlash in the mountings, particularly in the elevating gear, greatly accentuates the vibration effect.

2. Where excessive vibration is experienced, a thorough examination of the mounting is to be made by the ship's staff with a view to the elimination of backlash as far as possible.

3. Backlash in the bevel gear can be taken up by inserting liners between the outer pinned collar on the hand wheel spindle and the outside surface of the bevel box, a thickness equal to the liners being machined off the inside pinned collar. This will cause the bevel wheels to mesh together more closely by moving the hand wheel spindle endways.

4. Backlash in the worm gear can be taken up by scraping the underside of the flanges of the worm casing, thus letting the worm and wheel together.

5. Care must be taken on re-assembling that the worm and wheel are meshed together relatively to give 70° elevation and 10° depression.

### **690.—Michell Thrust Blocks**

(M.F. 3483/35.—14.3.1935.)

It has come to notice that in certain cases in H.M. ships the pads of Michell thrust blocks have been fitted with comparatively sharp-cornered training edges.

2. In one ship where some scoring of the astern faces of the block was observed after a shaft had trailed at comparatively high speed, the effect was attributed to the method of fitting referred to above.

3. Both leading and trailing edges of the pads should be finished with a small radius, up to a maximum of  $\frac{1}{8}$  in. where practicable, to assist entry of the oil, and ships' officers should arrange to rectify any pads found wanting in this respect at the first convenient opportunity.

### **694.—Perforated Steel Plating for Electric Cables—Use of, on Outside Surfaces on Weather Decks**

(M.F. 2081/35.—14.3.1935.)

Complaints have been received of the difficulty of preservation of steel plating on which electric cables are run and which is fitted on outside surfaces on weather decks.

2. The use of steel plating in these positions should be reduced to a minimum, the cables being arranged to run inside the deck structures or, where this is not possible, by clipping the cables direct to bulkheads, etc. Care should also be taken to ensure that the bulkhead plating behind the cables is efficiently painted before the cables are fitted in position.

3. Where the use of plating is unavoidable, or plating is used because the area concerned is in the wake of gun blast, it should, after preparation for fittings, be heavily galvanised.

### 793.—Torpedo Stores—Guards, Safety, Air Levers, St. No. T.87—Modification

(A.S. 6275/34.—28.3.1935.)

In order to minimise the danger of the air lever being raised during the removal of guard, safety, air lever, St. No. T.87, it has been approved to shorten this guard and open the slot as shown on A.F.O. Diagram 15/35.

This modification is to be undertaken by ships' staffs as opportunity affords.

### 794.—Springs, Replace, for Cockburn-MacNicol Safety Valve— Local Purchases

(C.P./D. 16115/32.—28.3.1935.)

Future requirements of replace springs for safety valves of the Cockburn-MacNicol type are to be obtained direct from Messrs. Cockburns, Ltd., provided that the price is considered to be fair and reasonable.

795. } *Issued Confidentially.*  
798. }

### 800.—Disinfectors—Disinfection of Woollen Materials

(D. 24/35.—28.3.1935.)

When woollen goods are to be disinfected with steam, a vacuum is first to be produced in the chamber and then steam allowed to enter. The steam pressure inside the chamber is not to be allowed to rise above 2 lb. per sq. in., otherwise the fabric will be liable to injury. The garment is to be subjected to this pressure for from 10 to 15 minutes only and then dried off in vacuo.

With a view to drying the internal surfaces of the disinfecting chamber and to assist in drying the garment a pressure of 5 lb. per sq. in. is to be created in the heating chamber, *i.e.*, slightly above that in the disinfecting chamber.

942.—*Issued Confidentially.*

### 950.—Davis Submerged Escape Apparatus—Certain Regulations Governing Use and Maintenance in Submarines

(N.S. 798/35.—11.4.1935.)

(*This reprint embodies A.F.O. 1560/35.*)

In order to keep submarine personnel familiar with the use of the Davis Submerged Escape Apparatus (short title:—D.S.E.A.), opportunity should be taken to exercise them in its use under proper safeguard. All officers and men are to requalify in D.S.E.A. once a year. If possible this should be done in one of the training tanks. The spare sets carried in the flotilla dépôt ship, or the sets used for training, are to be used on such occasions if circumstances permit.

2. Experience has shown that in order to maintain the sets of D.S.E.A. in submarines in an efficient condition ready for an emergency, it is necessary to restrict the handling of them to a minimum. The following regulations are to be observed in this connection.

3. The set, fully charged and ready, is to be stowed in its locker and the locker lid sealed, in the presence of an officer, by a copper wire and lead seal as supplied to dépôt ships for sealing the operating valves of sparklet type oxygen cylinders.

4. The seals are to be inspected weekly to see that they are intact. If a seal is found broken, the set is to be regarded as "suspect," and the seal is not to be renewed until the set has been examined by the Flotilla D.S.E.A. Instructor, or, in his absence, by a responsible officer (see paragraph 8).

5. The sets stowed in their sealed lockers are to be examined once every six months by the Flotilla D.S.E.A. Instructor. The routine for this examination is as follows:—

- (a) Disconnect mouthpiece tube; examine rubber seating over canister tube, mouthpiece and elastic straps; work mouthpiece cock.
- (b) Ascertain by feel that all oxylets are intact.
- (c) Examine bridge of canister.
- (d) Remove canister nut. Inspect granules visible for dampness and dust. Examine rubber of bag round canister filling connection.
- (e) Replace canister nut and mouthpiece tube.
- (f) Disconnect oxygen flask. See seal intact. Test if charged by "ring" (sparklet type flasks).
- (g) Inflate breathing bag with oxygen from a separate supply, through the manifold charging connection, to about  $1\frac{1}{2}$  lbs. per square inch, and examine for leaks. Fold over exhaust valve tongue piece, open exhaust cock, and examine tongue piece for leaks.
- (h) Deflate bag. Work exhaust valve cock. Dust inside tongue piece with French chalk.
- (i) See goggles, straps, and nose clip are correct, and apron (where fitted) secured.
- (j) In sets fitted with buoyancy bag, remove oxylet and insert special adapter. Inflate to about  $1\frac{1}{2}$  lb. pressure and test for leaks. Deflate buoyancy bag and replace oxylet.

*Note.*—If oxylets are bent or broken, they should be replaced by new ones.

6. Except when specially authorised by the Commanding Officer of the submarine, the D.S.E.A. sets are to be removed from their lockers on the following occasions only:—

- (a) In an emergency.
  - (b) For periodical six-monthly examinations.
  - (c) If the set is "suspect," i.e., if the locker is found unsealed, or if there is reason to suspect that oil or water has entered the locker.
7. "Emergency" (paragraph 6 (a) above) covers the following cases:—
- (a) When preparing to escape from a damaged submarine, after all efforts to save the submarine herself have failed.
  - (b) Fire in a compartment in which D.S.E.A. is stowed when, owing to the danger of an escape of oxygen, the sets should be removed to another compartment.

In the above circumstances the sets are to be removed from their lockers by order of the senior officer or rating in the compartment.

8. After being removed from their lockers for any purpose, the sets are to be restowed and the locker lids resealed under the supervision of an officer, who is to satisfy himself on the following points:—

- (a) Oxylets intact (by feel).
- (b) Wing nut of inflating connection screwed up hand tight.
- (c) Mouthpiece cock free, and left shut.
- (d) Nose clip intact and secured by lanyard.
- (e) Exhaust cock free and left open.
- (f) Straps and goggles correct.
- (g) Lockers clean, and free from oil or water.
- (h) Indiarubber bag lying flat and creaseless, canister nut uppermost, and top of set towards locker lid.

In any doubtful case the set is to be examined by the D.S.E.A. Instructor.



9. A set which has been used for breathing or demonstration purposes is not to be restowed until it has been overhauled by the Flotilla D.S.E.A. Instructor.

10. The special watertight electric torches which are carried in escape compartments are to be sealed and treated in the same way as D.S.E.A. sets. The batteries are to be renewed once a quarter. The batteries removed from the torches may be used in the ordinary hand torches carried in the submarine.

In case the torch containers are not fitted with convenient methods of sealing, two small lugs are to be fitted by ship's staff, through which the wire and lead seals can be rove.

11. The weekly inspection of seals, the quarterly change of torch batteries, and the six-monthly examination of the D.S.E.A. sets are to be noted in the submarine's log.

12. One D.S.E.A. locker in each compartment is to contain the instructions for flooding that compartment in case of emergency. This locker is to bear a distinctive disc, painted red.

13. A revised copy of Form S.1478 ("Instructions for using the Davis Submerged Escape Apparatus") will, in future, be placed with each set in its locker.

14. All D.S.E.A. stores in stock in dockyards are to be examined in January, or as soon afterwards as practicable, at home by a representative of Rear-Admiral (S), and abroad by the D.S.E.A. Instructional Officer.

### **953.—Sling Plates for New Types of Light Fast Motor Boats**

(D. 3029/35.—11.4.1935.)

New types of light fast motor boats of different sizes are being introduced into the Service for ship use and for other services. Sling plates for these boats in general differ in pattern and material from those fitted in Service type boats.

Arrangements are to be made by the dockyards concerned, when the slings are tested annually in accordance with regulations, for the sling plates and their fastenings in such boats to be examined. Any major defects found are to be reported.

Ships' staffs are also to arrange for the periodical examination of the sling plates and their fastenings in any boats of special type carried in H.M. ships.

### **984.—Director Firing Gear—Pedal Operated Firing Gear— Instructions for Maintenance of Gear for Prevention of Damage to D.C.O. Pistol**

*All Ships and Dockyards concerned*

(G. 5646/34.—18.4.1935.)

Reports have been received recently of repeated failures of D.C.O. pistols operated by pedal gear. In all instances the damage has occurred during the operation of changing over circuits while the trigger is partially or fully pressed, thereby damaging the contact blades in the interior of the instrument.

2. A locking plunger is fitted in the interior of the pistol to prevent the rotation of the grip when the trigger is pressed, but by the application of considerable force this plunger may be distorted in a manner which will interfere with the proper working of the trigger under normal conditions.

3. A tongue and gate is provided in the interior of the pistol to put the pedal gear out of action in director firing. A small movement of the trigger which may be insufficient to engage the locking plunger may yet engage the tongue and gate referred to above.

4. This engagement of the tongue and gate will lock the pistol at director firing and the use of considerable force will twist the trigger spindle, finally shearing the pin securing the trigger spindle to the trigger or the pin securing the contact operating boss to the trigger spindle.

5. In pistols operated by pedal gear, the trigger may be pressed sufficiently to cause the damage referred to by either or both of the following :—

- (a) Pressure of the foot remaining on the pedal.
- (b) The non-return of the pedal operating gear to the OFF position when the foot is removed from the pedal.

In order to counteract the above tendencies, the ships concerned are to ensure that ample clearance remains between the pistol and the operating gear lever when the gear is in the OFF position. Care is to be taken to see that all joints are well lubricated and that the springs are of sufficient strength to return the gear to the OFF position, even allowing for the foot remaining on the pedal. At the same time the spring should not render the gear difficult to operate.

6. Ships' staffs are to examine all pedal operated firing gear fitted, replacing existing springs where necessary, and providing additional lubricating arrangements where considered desirable.

7. The Dockyards concerned are to observe the same precautions when fitting new sets of pedal operated firing gear.

8. Ships' staffs should fit a tally plate near each pistol with the following warning notice :—

“ Use no force. Pedal and Pistol must be fully released before changing over.”

### **1001.—Domestic Automatic Refrigerators—Transfer to be Reported**

(M.F. 4348/35.—18.4.1935.)

Particulars of the transfer of Domestic Automatic Refrigerators between Ships and/or Naval Establishments are always to be reported to the Admiralty.

Ships and Naval Establishments now carrying official Domestic Automatic Refrigerators transferred from other services are to report particulars without delay.

Reports should include the Maker's name and number and the size of each unit, the date of transfer, and the source from which received.

### **1029.—Cartridges—Empty Cylinders, Q.F., 4 in., Mark V, and Q.F., 4·7 in., Mark VIII—Accumulation during Firings**

(G. 892/35.—25.4.1935.)

It has been reported that during H.A. practices at Q.F., 4 in., Mark V guns on H.A. III and IV mountings, and Q.F., 4·7 in., Mark VIII guns on H.A. XII mountings, the accumulation of empty cases in the rear of the mounting causes serious inconvenience, and is liable to affect the efficiency of the loading numbers.

2. This difficulty has been overcome in some ships by an additional rating using an instrument specially made for the purpose on the lines of a large garden rake. This enables the hot empty cylinders to be rapidly dragged clear.

3. Particulars of a suitable rake for this purpose are given in A.F.O. Diagram 27/35. These are to be made by ships' staffs, if desired.

### **1030.—Breech Safety Change-over Contacts—Method of Assembly to be adopted**

(G./T. 3681/34.—25.4.1935.)

An instance has occurred in which the cam bar of a Breech Safety Change-over Contact was found indicating “ M,” with switch to Auxiliary and *vice versa*, the bar having been incorrectly assembled.

2. Attention is called to the fact that the cam bars are engraved on both sides, but with opposite marking, and care should be taken after stripping down that the bars are correctly re-assembled.

3. The following table shows what is considered to be the most suitable out position for the cam bars with the switch to Main, and cam bars are to be assembled to comply with the table.

Apply with the table.									
Gun.									
15 in.	{	L.	...	...	...	...	...	...	Left.
		R.	...	...	...	...	...	...	Right (up).
13.5 in.	{	L.	...	...	...	...	...	...	Left (down).
		R.	...	...	...	...	...	...	Right.
8 in.	{	L.	...	...	...	...	...	...	Up.
		R.	...	...	...	...	...	...	Up.
7.5 in. Mark VI			...	...	...	...	...	...	Right.
6 in. XXIII	{	L.	...	...	...	...	...	...	Up.
		R.	...	...	...	...	...	...	Up.
6 in. XXII	{	L.	...	...	...	...	...	...	Left.
		R.	...	...	...	...	...	...	Right.
6 in. XII	{	L.	...	...	...	...	...	...	Left.
		R.	...	...	...	...	...	...	Right.
6 in. XI and XI*			...	...	...	...	...	...	Right.
6 in. VII			...	...	...	...	...	...	Right.
5.5 in.			...	...	...	...	...	...	Up.
4.7 in. and 4 in.			...	...	...	...	...	...	Right.

Breech safety contact to be fitted with switch to "Main" when push rod is standing out as follows.

4. Care is to be taken to ensure that the connections of the firing circuits comply with the approved diagrams.

### 1079.—Paravanes, "S," Marks I and I\*—Corrosion of Plane Units

(T. 1498/35.—2.5.1935.)

Examination of several plane units after use in the fleet shows that there is a very great chance of corrosion taking place on top of the lower plane round the spreaders, in spite of the special protection paint.

2. This action is probably due to the salt water absorbed by the wood and trapped inside the spreaders slowly percolating through and keeping the plane damp.

3. Pending the introduction of an improved means of protecting the duralumin, these parts should be washed frequently with fresh water, dried, and wiped over with a slight coating of oil. This treatment is to be applied to all paravanes, even though the action may not have started.

### 1218.—Fuzes, Drill, Time, No. 198, Marks I and II—Repair

(G. 1589/35.—16.5.1935.)

When the studs of the above drill fuzes, which represent fuzes, time, No. 198, Mark I, become burred or worn out, they should be replaced on board.

2. A.F.O. Diagram 53/35 illustrates the method of fitting. The old stud should be removed by unscrewing after drilling out the brass locking pin. The new stud should be screwed hard home and locked with a new .0625 in. diameter brass pin.

3. The dimension H 1.127, L 1.112 for the protrusion of the stud should be obtained by machining off the excess length of the stud. The two flats can then be machined on the protruding end of the stud to obtain the dimension H .125, L .122 shown on the diagram.

4. Spare studs for replacement can be demanded, as necessary, from Naval armament depôts.

**1222.—Issued Confidentially.****1230.—Steel Blocks to supersede M.C.I. and Wrought Iron Blocks—Introduction**

(N.S. 6288/35.—16.5.1935.)

In connection with the Book of Block drawings which is in course of preparation by Portsmouth Yard, provision is being made to introduce steel blocks to supersede blocks which have hitherto been made either of M.C.I. or wrought iron.

2. Arrangements should be made for the new pattern steel blocks to be fitted in all future new construction and also in vessels now under construction where this can be arranged for.

3. Column 3 of the Table below shows the new pattern steel blocks which have been approved to date, and when drawings of any of these blocks are required, pending completion of the Book, application should be made to Portsmouth Dockyard, who will arrange supply :—

(1) Old Pattern Nos.	(2) Present Pattern Nos.	(3) New Steel Block.	(1) Old Pattern Nos.	(2) Present Pattern Nos.	(3) New Steel Block.	(1) Old Pattern Nos.	(2) Present Pattern Nos.	(3) New Steel Block.
400A	5100	5100A	—	5158		—	5235	5235A
401A	5101	5101A	—	5159		2096A	5240	5240A
402A	5102		2091	5160		—	5241	
403	5103		474A	5161	5161A	—	5242	
405	5104	5104A	476A	5162	5162A	—	5243	
406	5105		490A	5180	5180A	—	5244	
407	5106		491A	5181	5181A	—	5245	
408A	5107	5107A	492A	5182	5182A	—	5246	
409A	5108	5108A	—	5183	5183A	—	5247	
410A	5109	5109A	—	5184		—	5248	
411	5110	5110A	—	5199		—	5249	5249A
413A	5111	5111A	480	5200	5200A	60H	5250	
414	5112	5112A	481	5201	5201A	61H	—	
415	5113	5113A	482	5202	5202A	100A	5260	
416	5114	5114A	483	5203	5203A	101A	5261	
435A	5115	5115A	484	5204	5204A	102B	5262	
436A	5116		485	5205	5205A	103A	5263	
437A	5117		486	5206	5206A	104A	5264	
438A	5118	5118A	487	5207	5207C	105A	5265	
441A	5119	5119A	—	5207A		150	5267	
442A	5120	5120A	—	5207B		151	5268	
444A	5121		488	5208	5208A	152	5269	
446A	5122	5122A	489	5209	5209A	153	5270	
447A	5123	5123A	1906	5210		154	5271	
448A	5124		—	5210A	5210B	155	5272	
449A	5125	5125A	2095	5211		(Modified)		
						493	5280	5280A
450A	5126	5126A	2086	5220	5220A	494	5281	
451A	5127	5127A	2083B	5221	5221A	—	5282	
452A	5128	5128A	2085	5222	5222A	—	5283	
453A	5129	5129A	2087A	5223	5223A	—	5284	
454A	5130		—	5230	5230A	—	5285	
455A	5131	5131A	—	5231	5231A	—	5274	
456A	5132		—	5232	5232A			
425A	5133	5133A	—	5233	5233A			
434B	5134	5134A	—	5234	5234A			

4. Where no new pattern numbers are shown in Column 3 of the Table, particulars of the modified blocks are not yet available. A letter will be added to the existing pattern numbers of the 5,000 series from time to time as and when these blocks are modified.

5. Block, old Pattern 1906, is at present shown under B.9, and should be transferred to B.8. Block, Pattern 2500, under B.9 will become obsolete. The blocks of old patterns in Column 1 of the Table, and all those detailed shown on pages 255-260 of the Rate Book, and not specifically referred to in the Table, will become obsolete, but any stocks of old pattern M.C.I. or wrought iron blocks should be utilized as far as possible in older ships and for general Yard services.

6. The new steel blocks will be included in Schedule 89, Schedules 90 and 177 being abolished, and proposals for the amendment of Rate Book and Contract Schedule should be forwarded by Portsmouth as early as practicable.

1278. } *Issued Confidentially.*  
1281. }

**1367.—Shells, B.L., 4.7 in., Heavy, S.A.P., Mark IVA, N.T.,  
with Tracer Cavity Plugged—Interchangeability with  
Mark IIA Shell**

(A.S. 4438/32.—6.6.1935.)

Supplies of filled shell, B.L., 4.7 in., heavy, S.A.P., Mark IVA, N.T., with the tracer cavity plugged with dummy tracer are now being distributed to certain R.N. Armament Depôts. Tracers are not being provided at present for use with the shell to this design. Mark IVA, N.T. shell, fitted with dummy tracer therefore be considered clear for issue as non-tracer shell and interchangeable with Mark IIA shell when required.

1374. } *Issued Confidentially.*  
1488. }

**1499.—Electrolytic Condensers, H.A.C.S.I. Relays—REPORT**

*Ships fitted*

(T. 1657/35.—20.6.1935.)

Successful trials have been carried out in the Home Fleet with electrolytic condensers fitted to prevent sparking at the training and elevating motor relays of the H.A.C.S.I. system.

2. The life of these condensers is uncertain and it is desired to obtain further experience of their suitability for use in H.M. ships.

3. Arrangements have been made for the supply by the Captain, H.M.S. "Vernon," of one set to Commander-in-Chief, East Indies, and three sets to Commander-in-Chief, China, to be fitted in ships as directed by them. Fitting instructions will be sent with the condensers.

4. One condenser from each ship fitted, including those in the Home Fleet, should be sent to the Captain, H.M.S. "Vernon," for special examination to arrive in August one year after first installation. Condensers should be clearly marked with the name of the ship and the circuit in which they were connected.

5. After examination of the condensers, the Captain, H.M.S. "Vernon," should forward a report to the Admiralty stating whether the condensers show signs of wear and if the duration of their life can be predicted. The condensers should be returned to the ships after examination.

(A.F.Os. 126/36 and 695/36.)

## 1551.—Depth Charge Equipment—Fixture Lists

(T. 952/35.—27.6.1935.)

To ensure that the fixture lists relating to the depth charge equipment in H.M. ships are uniform in the nomenclature of the various components, the following detailed titles should be used where applicable :—

### (a) Ships fitted with Old Pattern Release Gear.

<i>Component.</i>	<i>Where fitted.</i>	<i>Drawing.</i>
Transmitting pump for hydraulic release gear	Bridge	C
Reservoir for hydraulic release gear ...	Bridge	C
Hydraulic release gear for chutes ...	Stern	C
"Lookout" trap with hydraulic cylinder ...	Stern	P
Hydraulic firing gear for throwers ...	Throwers	V.M.1449
		V.M.1450
Hand release gear for chutes ...	Stern	C

### *Spare Gear.*

	<i>Drawing.</i>	<i>Item No.</i>
Leather, cup, 1 in. diameter, for transmitting pump.	C	—
Leather, cup, 1½ in. diameter, for release gear for chute.	C	—
Leather, cup, 1½ in. diameter, for hydraulic cylinder for trap.	C	—
Leather, cup, 1½ in. diameter, for hydraulic cylinder for thrower.	C	—
Washer, leather, for air plug for release gear (chute).	C	—
Washer, leather, for air plug for hydraulic cylinder (trap).	C	—
Washer, leather, for air plug for hydraulic cylinder (thrower).	C	—
Spring, phosphor bronze, for release gear (chute).	C	—
Spring, steel, outer, for release gear (chute)...	C	—
Spring, steel, inner, for release gear (chute)...	C	—
Spring, steel, for stops for "lookout" trap	P	—
Spring, steel, external, for hydraulic cylinder (trap).	P	—
Spring, steel, outer, for hydraulic cylinder (trap).	C	—
Spring, steel, inner, for hydraulic cylinder (trap).	C	—
Spring, steel, outer, for hydraulic cylinder (thrower).	C	—
Spring, steel, inner, for hydraulic cylinder (thrower).	C	—
Spring, steel, for firing lanyard (thrower) ...	V.M.1449	11

*Note.*—(i) Drawings of the above components and details marked "C" and "P" are available at Chatham and Portsmouth Dockyards respectively.

(ii) Drawings V.M.1449 and 1450 are available at Mine Design Department, H.M.S. "Vernon."

(iii) Spares are supplied on the basis of one per component fitted to the ship,

(b) *Ships fitted with Improved Type of Hydraulic Release Gear.*

<i>Component.</i>	<i>Where fitted.</i>	<i>Drawing.</i>
Hydraulic pump, Type B* (without cock), for trap.	Bridge	M.S.20053
Hydraulic pump, Type B* (with 2-way cock), for throwers.	Bridge	M.S.20052
Hydraulic pump, Type B* (with 3-way cock), for chutes.	Bridge	M.S.20047
Trap, Type A*, with hydraulic cylinder ...	Stern	M.S.20049
Trap, Type A** (standard), with hydraulic cylinder.	Stern	M.S.20049/3
Trap, Type A** (modified for " E " and " F " class destroyers), with hydraulic cylinder.	Stern	M.S.20062
Trap, Type A** (converted from trap, Type A*), with hydraulic cylinder.	Stern	M.S.20049/3
Trap, Type B, with hydraulic cylinder ...	Stern	M.S.20049/3
Hydraulic release gear, Type B*, for chutes	Stern	M.S.20071
Hydraulic firing gear, Type A, for throwers	Throwers	M.S.20049/3
		M.S.20027/2
		M.S.20041
		M.S.20027/2

<i>Spare Gear.</i>	<i>Drawing.</i>	<i>Item No.</i>
<i>For Hydraulic Pump, Type B* (without Cock) :—</i>		
Spring, return, bronze, for inlet valve trip lever.	M.S.20053/1	20
Spring, bronze, for inlet valve ... ..	M.S.20053/2	28
Washer, dermatine, for inlet valve, seating...	M.S.20053/2	26
Washer, dermatine, for plug ... ..	M.S.20053/2	32
<i>For Hydraulic Pump, Type B* (with 2-way Cock) :—</i>		
Spring, return, bronze, for inlet valve trip lever.	M.S.20052/1	51
Spring, bronze, for inlet valve ... ..	M.S.20052/2	41
Washer, dermatine, for inlet valve, seating...	M.S.20052/2	35
Washer, copper, for cock gland ... ..	M.S.20052/2	30
Washer, dermatine, for cock plug ... ..	M.S.20052/2	29
<i>For Hydraulic Pump, Type B* (with 3-way Cock) :—</i>		
Spring, return, bronze, for inlet valve trip lever.	M.S.20047/1	51
Spring, bronze, for inlet valve ... ..	M.S.20047/2	41
Washer, dermatine, for inlet valve, seating...	M.S.20047/2	35
Washer, copper, for cock gland ... ..	M.S.20047/2	30
Washer, dermatine, for cock plug ... ..	M.S.20047/2	29
<i>For Trap, Type A* :—</i>		
Spring, steel, for hydraulic cylinder ...	M.S.20049/3	4
Washer, leather, for air plug, for hydraulic cylinder.	M.S.20049/3	6
<i>For Trap, Type A** (Standard) :—</i>		
Torque spring, steel, R.H. ... ..	M.S.20062/2	45
Torque spring, steel, L.H. ... ..	M.S.20062/2	45
Pawl spring, steel ... ..	M.S.20062/2	46
Spring, steel, for hydraulic cylinder ...	M.S.20049/3	4
Washer, leather, for air plug, for hydraulic cylinder.	M.S.20049/3	6
<i>For Trap, Type A** (Modified for " E " and " F " Class Destroyers) :—</i>		
Torque spring, steel, R.H. ... ..	M.S.20061/3	43
Torque spring, steel, L.H. ... ..	M.S.20061/3	43
Pawl spring, steel ... ..	M.S.20061/3	45
Spring, steel, for hydraulic cylinder ...	M.S.20049/3	4
Washer, leather, for air plug, for hydraulic cylinder.	M.S.20049/3	6

<i>Spare Gear.</i>	<i>Drawing.</i>	<i>Item No.</i>
<i>For Trap, Type A** (Converted from Trap, Type A*) :—</i>		
Torque spring, steel, R.H. ... ..	M.S.20049/4	7
Torque spring, steel, L.H. ... ..	M.S.20049/4	7
Pawl spring, steel ... ..	M.S.20049/4	8
Spring, steel, for hydraulic cylinder ...	M.S.20049/3	4
Washer, leather, for air plug, for hydraulic cylinder.	M.S.20049/3	6

*For Trap, Type B :—*

Spring, bronze, for hand lever ... ..	M.S.20071/1	27
Spring, steel, for hydraulic cylinder ...	M.S.20049/3	4
Washer, leather, for air plug, for hydraulic cylinder.	M.S.20049/3	6

*For Hydraulic Release Gear, Type B\* :—*

Spring, steel, for hydraulic cylinder ...	M.S.20027/2	15
Joint ring, dermatine ... ..	M.S.20027/2	5
Washer, dermatine, for air plug ... ..	M.S.20027/2	7

*For Hydraulic Firing Gear, Type A :—*

Spring, steel, for hydraulic cylinder ...	M.S.20027/2	15
Joint ring, dermatine ... ..	M.S.20027/2	5
Washer, dermatine, for air plug ... ..	M.S.20027/2	7
Spring, steel, for firing lanyard ... ..	M.S.20041/1	8

*Note.*—(i) Items which are common to the various pumps, traps, etc., although shown on different drawings, are identical.

(ii) Drawings of the above components and details are available at Mine Design Department, H.M.S. "Vernon."

(iii) Spares are supplied on the basis of one per component fitted to the ship.

*(c) All Ships.*

<i>Description.</i>	<i>Number supplied.</i>
Emergency couplings ... ..	2
5-ft. length of copper tubing ... ..	1

The couplings and tubing to be either  $\frac{1}{4}$  in. or  $\frac{3}{8}$  in. diameter bore, according to the size of the hydraulic piping fitted.

## 1559a.—H.M.A.S. "Sydney"—Recovery of Cost from the Commonwealth Government

(M.F. 6940/35.—27.6.1935.)

The financial arrangements approved in connection with the transfer of H.M.A.S. "Sydney" (ex "Phaeton") to the Commonwealth Government provide for repayment by that Government in instalments over the years 1935–1938 of the cost of the vessel assessed on the following basis :—

- The amount to be recovered under the heading of New Construction work (Vote 8) will be that which will eventually be shown in the Dockyard Expense Accounts as the "Grand Total" of cost when the vessel has been completed and all charges have been brought to account.
- The outfit of guns and paravanes and the outfits and Reserves of torpedoes, torpedo stores and ammunition will be charged at the normal repayment rates applicable to such supplies, and credit will be allowed for any non-expendable stores returned to Imperial stock.
- The first outfit of naval and other stores for maintenance will be similarly supplied at normal repayment rates.
- Any cash or other expenditure for the vessel not covered by (a), (b) and (c).



A comprehensive cost statement will be compiled at the Admiralty, and in order that this may be complete the following instructions are to be followed :—

Heading (a).—The cost figure under this heading will be furnished by the Director of Expense Accounts, and all expenditure incurred is to be brought to account by Establishments in strict accordance with normal procedure.

Headings (b) and (c).—Claims (D.72, O.87A, etc.) will not be required, but Establishments are to keep strict account of all supplies, and at the close of each quarter are to render valued statements of expenditure, in duplicate, prepared on a repayment basis and supported by valued duplicate vouchers. Vote 8/II statements are to be addressed to the Director of Stores and those for Vote 9 to the Chief Superintendent of Armament Supply (Branch E). The first outfit of naval stores is to be brought to account under Subhead E of the Programme.

Heading (d).—Quarterly returns are to be forwarded detailing any cash or other expenditure for the Ship falling outside categories (a), (b) and (c). These returns should be addressed to the Secretary of the Admiralty (M.F. Branch), and for Vote 9 transactions a duplicate copy should be addressed to the Chief Superintendent of Armament Supply (Branch E).

For convenience of accounting the whole of the payments to be received from the Commonwealth Government will be Credited as Appropriations-in-Aid to Vote 8, section III, subhead L, and not spread over the several Votes concerned with the expenditure and issues.

### **1564.—Meteorological Offices and Pilot Balloon Shelters— Provision of**

(D.N.C./H. 8366/33.—27.6.1935.)

It has been approved in principle to provide meteorological offices and pilot balloon shelters in the following ships:—

Each Fleet Flagship.  
Battle Cruiser Flagship.  
All aircraft carriers.

At least one cruiser in each squadron on Home and Mediterranean Stations where aircraft are carried.

All cruisers on other stations where aircraft are carried.

2. A suitable existing sheltered position should be selected by the ship's officers for filling the pilot balloons. The dockyard officers concerned are to investigate, in conjunction with the ship's officers, the practicability of providing space for a meteorological office 8 ft. by 6 ft. in the various ships, and to select positions for the wind direction and velocity recorders. The positions proposed are to be reported to Admiralty for consideration.

### **1565.—Pitometer Logs**

*H.M. Dockyards at Home and Abroad*

(D. 6363/35.—27.6.1935.)

In connection with the installation of Pitometer log equipments in H.M. ships, a handbook is now being prepared by the British Pitometer Company, Ltd., giving a description as to the method of fitting and adjusting the logs.

2. In the event of any difficulties being experienced in the operation or adjustment of the pitometer log equipments in H.M. ships, advice or assistance of the British Pitometer Company, Ltd., is to be sought by the officers of H.M. dockyards at home.

3. Any similar difficulties experienced at H.M. dockyards abroad are to be reported to the Admiralty in detail, without delay, in order that consideration may be given to the action appropriate to the particular circumstances.

### 1608.—Gun Mountings—3·7 in., Howitzer Field Equipments—Sights

(G./T.S.D. 1003/35/G.—4.7.1935.)

Attention is called to the necessity for careful handling of the sights on 3·7 in. howitzer field equipments. It is advisable to carry out a check sight test with a "Target Testing Sight" after landing operations.

### 1609.—·303 in., Red Label Ammunition, Ball, Mark VII—Supply

*H.M. Ships other than Aircraft Carriers*

(A.S. 1682/35.—4.7.1935.)

In order to minimise the quantities of ·303 in., red label ammunition relegated to ground service on account of exposure (N.M.E.R., Article 301, Section G, paragraph 2, Clause XII), it has been decided that supplies of the undermentioned type—

Ball, Mark VII

to *H.M. ships other than aircraft carriers* are to be packed in Boxes A.S.A. ½ Naval, H.3, containing 480 rounds instead of in Boxes A.S.A. H.1 or H.13 containing 1,248 rounds.

2. Commanding Officers of ships concerned should arrange to demand ammunition packed in the smaller boxes to replace that at present on board in the larger packages, which should be returned to store on receipt of the former.

3. Any necessary rearrangement of stowage battens is to be carried out by ship's staff.

4. Repacking as necessary is to be effected at Naval armament depôts for this service.

### 1612.—Issued Confidentially.

### 1694.—Director Firing Gear—Henderson Gyro Firing Gear and Type "G" Gyro Director Sights—Improved form of Contact Holder

*All Ships concerned. H.M. Dockyard, Portsmouth*

(G. 2939/35.—11.7.1935.)

The latest type of roller contact holder for the above-mentioned sights are manufactured of spring steel and are of a more rigid construction than their original counterparts.

2. Ships which are still in possession of the original form of contact holder are to demand new replacements from Portsmouth Yard.

3. Portsmouth Yard should quote Messrs. Elliott Bros., Lewisham, Drawing No. 17730, when ordering.

### 1695.—Gun Mountings—Maxim Tripods, Mark IV, issued for use by Royal Marines

(G. 3322/35.—11.7.1935.)

The Maxim tripods, Mark IV, supplied with the ·303 in. Vickers' guns to certain ships for use by Royal Marines are to be landed with the guns and other stores if a ship leaves the station.

### 1703.—Chlorosulphonic Acid Plants in Two-speed Destroyer Sweep Destroyers

(T. 2077/35.—11.7.1935.)

Destroyers carrying Two-speed Destroyer Sweep Paravanes and chlorosulphonic acid plant are to undertake a special examination of the paravane planes every 6 months to ascertain if there is any deleterious effect upon them which is attributable to the acid plant.

2. Blank reports are not required until two years' experience has been obtained.

**1750.—Field Guns and Howitzers—Allocation and Maintenance**

(G. 2153/35.—18.7.1935.)

*(This reprint embodies A.F.O. 2028/35.)*

Field guns and howitzers are to be maintained at the various stations as detailed in the following table :—

Station.	3·7 in. Howitzers.	12 pdr. 8 cwt. Field Guns.	Naval Guns and Heavy Carriages for Field Gun Batteries to be kept at the Base.
<i>Home :—</i>			
Home Fleet ... ..	6 (a)	—	
Training establishments	11 (b)	33 (c)	
In store at Chatham ...	—	—	3—6 in., B.L., VII.
In store at Portsmouth	—	—	{ 4—6 in., B.L., VII. 2—4 in., B.L., VII.
<i>Abroad :—</i>			
Mediterranean Station	12 (d)	2 (f)	{ 4—6 in., B.L., VII. 4—4 in., B.L., VII.
China Station ... ..	8 (d)	3 (f) (g)	2—4 in., B.L., VII.
East Indies Station ...	4 (d)	2 (f)	2—6 in., B.L., VII.
America and West Indies Station.	4 (d)	1 (f)	
Africa Station ... ..	4 (e)	1 (f)	
New Zealand Station ...	2 (e)	—	

(a) To be carried in battleships or battle cruisers. Attention is drawn to para. 4.

(b) "Excellent," 3; Chatham and Devonport Gunnery Schools, 2 each; R.M. Division, Portsmouth, 4.

(c) For inter-port competitions and boys' training :—

H.M.S. "Excellent" ... ..	5 (1 for funerals).
"Vernon" ... ..	2
R.N. Barracks, Portsmouth ... ..	2 (1 for funerals).
H.M.S. "St. Vincent" ... ..	4
Devonport Gunnery School ... ..	4 (2 for funerals).
Chatham Gunnery School ... ..	6
H.M.S. "Ganges" ... ..	6
R.M. Division, Eastney ... ..	4

The following spare wheels are also allowed :—

H.M.S. "Excellent" ... ..	10
Chatham Gunnery School ... ..	10
Devonport Gunnery School ... ..	10
R.N. Barracks, Portsmouth ... ..	5
R.M. Division, Eastney ... ..	10

(d) One to be carried in each battleship, battlecruiser, and cruiser of "Kent," "London," "Dorsetshire" and "York" classes, and the remainder kept at the base for use of cruisers. Attention is drawn to para. 4.

(e) To be kept at the base for use of cruisers.

(f) Carriages only, for use at funerals.

(g) Two at Hong Kong and one at Wei-Hai-Wei.

2. The allowances of spare parts, appurtenances and side arms for the guns and howitzers are shown in O.U. 6092A (Part I).

3. *Ammunition*.—Only half the total equipment of 3·7 in. howitzer ammunition has been provided for the present, *i.e.*, sufficient for peace outfit, as follows :—

Home, Mediterranean, America and	100 rounds per gun (75 per cent.
West Indies, and New Zealand	H.E. and 25 per cent.
stations.	shrapnel).
China, Africa and East Indies stations	200 rounds per gun (75 per cent.
	H.E. and 25 per cent.
	shrapnel).

It has been approved to abolish the equipment of shrapnel shell, and to provide H.E. in lieu ; the total number of rounds remaining unchanged. The change over will be made gradually as shrapnel shell are expended at practice, and will be arranged by Armament Dépôts.

The allowance of ammunition for practice is shown in C.A.F.O. 1323/37.

4. It is important that the above allocation should be maintained and that the appropriate stores (as detailed below) should always accompany the howitzers or field guns whenever they are issued or transferred. In the event of a ship leaving a station permanently, or returning to England to refit, any howitzers, field guns and stores on board should, at the discretion of the Commander-in-Chief, be transferred complete to another vessel on the station or returned to the base.

## 5. PART I.—VOTE 8/III GUN MOUNTING STORES TO BE KEPT

### (a) For 3·7 in. Howitzer Equipments.

Sighting gear, complete set of, including No. 7 dial sight, field and sight chronometers.	1
Telescope, Pattern G.343, with leather cup ends	1
Buffer piston rod, complete with fittings	1
Recuperator piston rod, complete with fittings (Parts I and II)	1 of each.
Elevating and training handwheels	1 of each.
Elevating arc	1
Wheels, traversing (set of 4)	1 set.

Seven sets of these stores are to be kept at the bases, *viz.*, one at Portsmouth, and one at each of the six foreign stations.

*Portsmouth only*.—The telescopes, Pattern G.343, with leather end cups, are required to complete 3·7 in. howitzer equipments, and one is to be allocated to each equipment and to each set of base spares.

### (b) For 6 in. and 4 in. Field Guns.

Dial sight No. 7	1 for each gun and 1 spare for each of the sets of battery stores referred to in paragraph 10.
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## 6. PART II.—VOTE 8/II NAVAL STORES TO BE KEPT.

### (a) For 3·7 in. Howitzer Equipments.

For Control :—						Quantity.	Subhead.
Compass, prismatic, liquid, in case						1	E.5.
Protractor, semicircular, celluloid, 8 in., special, Mark II.						1	E.5.
Case, map						1	E.5.
Director, No. 4 or No. 6, Mark II						1	F.1B.
Director, stand for						1	F.1B.
Aiming posts, and canvas covers for						2	(See para. 14.)
For Communications :—							
Aldis signal lanterns, complete with battery box and cells.						2	F.2A.
Heliograph, Mark V, Pattern 1699						2	E.5.
„ tripods for, Pattern 1333						2	E.5.
Telephones, D.3 (including 1 spare)						3	F.1C.
Cable, D.3						2 miles	F.1C.
Reels, carrying, for cable						2	F.1C.
Pins, earth, small						4	F.1C.
Labels, line G.						50	F.1C.
Pouches, linesman, filled						2	F.1C.

(b) For 6 in. and 4 in. Field Guns.

*Battery Stores :—*

Telephones, D.3	...	...	...	...	4	F.1C.
Microphone capsules	...	...	...	...	4	F.1C.
Cells, inert, Pattern 4976	...	...	...	...	16	F.2A.
Cable, D.3	...	...	...	...	2 miles	F.1C.
Drum	...	...	...	...	1	F.1C.
Barrow, drum	...	...	...	...	1	F.1C.
Director, No. 4 or No. 6, Mark II	...	...	...	...	1	F.1B.
„ stand for	...	...	...	...	1	F.1B.

(See para. 10.)

7. One complete set of the control and communication stores shown at (a) above is to be kept for each 3.7 in. howitzer equipment for the Home Fleet and foreign stations, and issued when the howitzers are issued. At the following training, etc., establishments, only the number of sets shown is to be maintained by each for the howitzer equipments allocated to them, viz. :—

H.M.S. “Excellent”—2 sets.

R.N. Gunnery Schools, Chatham and Devonport—1 set each.

R.M. Divisions, Portsmouth—2 sets.

These stores, when issued, are to be accounted for in the relative Naval Store Accounts.

8. In addition to the above Naval Stores, the following range tables and handbook are supplied from R.N. Store Dépôt, Royal Victoria Yard, Deptford, for howitzer and field gun equipments, on the basis of one copy per equipment :—

(a) Q.F., 3.7 in. Howitzers.

(1) Range Tables, O.U. 6090(P), No. 345.

(2) Range Table, O.U. 6090(P), War Office Table 26/Manuals/187 and Corrigenda. (Sights of field howitzer equipments are graduated to this table).

(3) B.R. 221, Handbook, for Q.F., 3.7 in. Howitzer, 1930 (War Office publication), with amendments.

(b) B.L., 6 in., Mark VII Field Guns.

Range Table, O.U. 6090(J), No. 302, and Wind Correction Graph.

(c) B.L., 4 in., Mark VII Field Guns.

Range Table, O.U. 6090(K), No. 246, and Wind Correction Graph.

9. When howitzers or field guns are carried in ships, the range tables and handbook referred to in paragraph 8 above are to be accounted for in Form O.U.2A. When any of these equipments are kept at a base, the range tables and handbook are to be retained with the pertinent outfits of Naval Stores in the appropriate dockyards for issue when required, being dealt with as O.U. books. Care is to be taken that, whenever an equipment is issued or returned, the appropriate range table and handbook always accompanies it.

10. Complete sets of battery stores for 6 in. and 4 in. field guns, as detailed in paragraph 6 (b) are to be kept at the bases as follows :—

Chatham	...	...	1 set for 6 in. (to include, in addition, 2 telephones, 2 microphone capsules and 8 cells).	(In addition, 1 field clinometer is to be maintained under subhead E.5 for each of the 6 in. and 4 in. field guns detailed in para. 1.)
Portsmouth	...	...	2 sets for 6 in., 1 set for 4 in.	
Malta	...	...	2 sets for 6 in., 2 set for 4 in.	
Trincomalee	...	...	1 set for 6 in.	
Hong Kong	...	...	1 set for 4 in.	

11. The sets of control and communication naval stores, and range tables, for any howitzers not issued to ships, etc., also the 10 sets of battery stores and the 21 field clinometers for the field guns, are to be maintained intact at the appropriate dockyards, and, to facilitate their issue in an emergency, dormant demands are to be raised and retained by the (Suptg.) Naval Store Officer for each set of equipment. These sets are to be retained under Subhead F, Item 1B, for storage purposes, but the various component stores are to remain on the main ledger charge of the pertinent stock subhead. These items are to be shown separately in the reserve columns of the Annual, etc., Demands, with the notations “GS” or “HS” according to whether field gun or howitzer stores are involved.

12. Suitable arrangements should be made locally for turnover of stores which are liable to deteriorate.

13. The necessary additions to the Home and Foreign Yard Reserve Memoranda will be made in due course.

14. (a) *Aiming Posts*.—Arrangements are to be made for two aiming posts for each 3·7 in. howitzer to be manufactured by the ships' staffs of the ships on the stations, and by the staffs of Gunnery Schools and R.M. Divisions to which the howitzers are allocated.

(b) Detailed drawings with dimensions are shown in A.F.O. Diagram 73/35 (1-3).

(c) The type of aiming post shown in A.F.O. Diagram 73/35 enables a howitzer to be relaid accurately for line when the carriage has moved slightly to the side in action without altering the original position of the aiming posts. These aiming posts have a cross-head which can be clamped in any convenient position on the stem.

(d) The stem is a plain steel tube 0·5 in. in diameter, flattened near its upper end for the attachment of a steel head. These heads are either circular or square. One howitzer of a section has the heads square, the other howitzer has the heads circular to avoid confusion in use. The heads should be secured with screws to enable them to be exchanged when necessary. Riveted to the lower end of the stem is a solid steel spike, to enter the ground, with a projecting claw for the foot of the person "planting" the post.

(e) The cross-head is of steel, in two parts, forming two arms which extend one each side of the stem. On one side of the cross-head the figures 1 to 6 are painted in white on a black ground at equal intervals. The inner ends of the arms are pivoted to a gunmetal body, secured in its turn to the stem by two clips with wing nuts. A spring plunger is fitted to the body, which enters corresponding holes in the arms when these are extended, or which enters a second set of holes when the arms are folded, in order to retain them in the "up" or "down" position as required. A stop plate is fitted on one arm to prevent the two arms crossing each other.

(f) Normally the sights are aligned on the stem. Should the carriage move to the side, the sights are aligned on the same number on both posts, as may be found convenient.

(g) Arrangements are also to be made to provide a canvas to protect the markings on the head and arms.

(h) When returned to store, the posts and covers are to be stored with the remainder of the Control Stores.

(i) It is not intended to provide any special illuminating fittings for use at night. If the necessity for illumination arises, local arrangements are to be made.

15. The control and communication stores referred to in paragraph 6 (a) will be added to the Establishment of Naval Stores for Gunnery Purposes.

## 1759.—Fitting of Resistances in lieu of Searchlight Motor Generators

(T. 1354/35.—18.7.1935.)

The attention of Ships and Dockyards concerned is drawn to the following remarks :—

(a) When Marks III, IIIB, IVB or V H.C.D. lamps are burnt off 220 volts through an artificial resistance, the circuit of the driving motor is modified as shown on A.F.O. Diagram 69/35.

(b) Lamps that have been modified will be referred to as Mark III\*, IIIB\*, IVB\* and Mark V\*.

(c) Ships and dockyards having these modified lamps are to mark them clearly on the horizontal portion of the lamp frame accordingly.

**1793.—Gun Mountings—Maxim Tripod Mountings, Mark IV—  
Modifications**

(G. 6611/34.—25.7.1935.)

The following modifications should be made to all Maxim tripod mountings, Mark IV, where not already carried out, viz. :—

- (a) Ends of keyways for elevating and crosshead joint pins are to be rounded off to facilitate assembly.
- (b) Each crosshead is to be mated to its particular socket. The crosshead is already numbered, and the socket should be stamped to suit.
- (c) Direction dials and pointers are to be fitted in accordance with A.F.O. Diagram 62/35 (1) (Drawing No. S.A.I.D.1466H). Gear to be demanded from Portsmouth yard.
- (d) Steel washers are to be fitted behind the heads of the jamming handles in accordance with A.F.O. Diagram 62/35 (2) (Drawing No. S.A.I.D.2547).
- (e) Elevating wheels and pointers are to be modified as necessary in accordance with A.F.O. Diagram 62/35 (3) (Drawing No. 299) and A.F.O. 1397/30.

The modification and fitting is to be carried out by ships' and depôt ships' staffs, and the staffs of the Naval establishment concerned.

Mountings at yards are to be modified before issue.

**1799.—*Issued Confidentially.*****1855.—Recharging Cylinders for use with Oxygen-Carbon  
Dioxide Resuscitation Outfits**

(D. 110/35.—1.8.1935.)

With reference to A.F.O. 1007/34 concerning the introduction into the Service of resuscitation apparatus for use in H.M. ships carrying Medical Officers, the following procedure is to be followed when the cylinders require refilling :—

2. The cylinders, when empty, are to be returned by H.M. ships to the refitting or nearest dockyard and the work of recharging carried out by dockyard labour. The cylinders for H.M. ships of the East Indies Squadron should, until further notice, be returned to Malta for recharging.

3. Arrangements are being made for the requisite connections, gauges, etc., required for recharging the cylinders to be manufactured at Portsmouth. When completed, these fittings will be supplied for use at Portsmouth, Devonport, Chatham, Malta, Hong Kong, Bermuda and Simonstown.

4. In dockyards fitted with oxygen-producing plant the cylinders of the resuscitation outfits should be charged to 1,800 lb. per square in. (120 atmospheres).

5. At other dockyards arrangements should be made to charge the cylinders to 1,500 lb. per square in. (100 atmospheres) from standard 100 cubic ft. oxygen cylinders, with a corresponding reduction of CO<sub>2</sub> charge.

6. The charging of the cylinders with the correct proportions of CO<sub>2</sub> (7 per cent.) and oxygen (93 per cent.) is to be done under careful supervision of pressure and temperature and, in view of the danger to human life involved by an error in the percentage of the contents of the cylinders, arrangements are to be made for the contents to be checked by a responsible officer after recharging and before issue to H.M. ships. It is emphasised that a wrong proportion of CO<sub>2</sub> would render the mixture dangerous if the percentage of CO<sub>2</sub> exceeds 7 per cent., or less efficient should this percentage be appreciably reduced.

7. To check the contents of the cylinders after recharging, an Orsat testing set will be required. The dockyards concerned should, if the apparatus is not already available, forward demands for a testing set, indicating the purpose for which the set is required.

8. Sample charged cylinders are, from time to time, to be forwarded to the Medical School, Greenwich, for examination.

9. The cylinders will be classified under the category of cylinders for permanent gases and marked in accordance with B.S.I. specification 349, 1932—Gas cylinders for medical purposes, viz. :—

Ground colour of cylinder	...	...	...	Black.
Colour of bands	...	...	...	Green with white neck.
Symbol	...	...	...	O and CO <sub>2</sub> .

10. History sheets will be required for each cylinder and periodical testing is to be carried out in accordance with the instructions contained in the Engineering Manual, 1932, Article 310.

11. The cost of the work of charging the cylinders will be chargeable against Vote 3.

### 1907.—O.B.L., 8 in., Mark VIII\*—Damage to Chamber, Shell Drill, B.L., 8 in., Mark II\*B or IIIB—Looseness of Fixing Screw Securing Brass Nose.

(G. 3024/35.—8.8.1935.)

The conclusion arrived at during investigation into the cause of damage to the chamber of a B.L., 8 in., Mark VIII\* gun was that the fixing screw securing the brass nose of a shell, drill, B.L., 8 in., Mark II\*B or IIIB, had slacked back and fallen out into the chamber during drill, subsequently causing scoring of the chamber when further rounds were rammed home.

2. This fixing screw must not be secured by stabbing, as its removal is necessary, from time to time, when changing plugs, fuzes, etc.

3. The attention of the personnel concerned should therefore be drawn to the necessity for ensuring, at all times during practice, that this screw is screwed home.

### 1922.—Replenishing Tank to “A” end of Capstan Gear

*H.M. Submarines concerned*

(D. 5206/35.—8.8.1935.)

The above tank is fitted to ensure the “A” end casing being flooded when the “A” end of the capstan gear is acting as a telemotor pump.

2. It is the general practice to keep this tank shut off from the “A” end and also from the return line of the telemotor system when the “A” end is driving the capstan.

3. An instance has recently occurred of damage to this tank, due to leakage past the valve which shuts it off from the “A” end.

4. To avoid similar damage in future the valve between the tank and the return line is always to be kept open.

### 1967.—Supplies for 10 in. Signalling Projectors

*New construction and all ships fitted with four sets of resistances.*

(M.F. 10603/35.—15.8.1935.)

Arrangements are to be made for one set of 10 in. signalling projector resistances on each side of the bridge to receive its electrical supply from the opposite side of the ship. This arrangement will ensure that in the event of the failure of the electrical supply on one side of the ship a 10 in. projector on that side would still be available for use.

2. An item to cover this work in ships already in commission is to be included in the next list of Alterations and Additions.

(C 27002)

R 2



### 2031.—Torpedoes, 21 in., VIII-IX\*—Chamfering Forward End of Holes for Coupling Screws in Air Vessels to facilitate Assembly of Warheads on Air Vessels

(A.S. 625/35.—22.8.1935.)

Experiments have shown that the forward joint spigot of air vessels fitted with hemispherical ends (but without integral fuel bottle) expands as these air vessels are charged, with consequent small alteration in the pitch circle diameter of the holes for coupling screws. This small alteration in the pitch circle affects the easy assembly of warheads to fully charged air vessels so fitted.

2. In order to facilitate assembly of warheads on air vessels of torpedoes, 21 in., Marks VIII-IX\*, when charged to maximum charging pressure, it has therefore been decided to give the coupling screws more angular clearance in the coupling holes of these air vessels by chamfering the forward end of the latter to an included angle of 15°. This chamfering will not extend to the full depth of the hole, but will be arranged so as to leave .2 in. length of the original parallel diameter.

3. Instructions have been issued for this modification to be carried out, on receipt of the necessary tools and gauges, as torpedoes pass through torpedo depôts.

4. Ships and vessels concerned may, however, arrange with the nearest torpedo depôt for the torpedoes on board to be returned for modification and re-issue, or replacement by modified torpedoes, as convenient.

5. Commencing with the following registered numbers, new manufacture torpedoes will be issued with the chamfers cut, viz. :—

Torpedoes, 21 in., R.N.T.F., Mark VIII*	...	...	No. 466
Torpedoes, 21 in., R.N.T.F., Mark IX*	...	...	No. 339
Torpedoes, 21 in., W. & Co., Mark IX*	...	...	No. 1

6. The item number allocated to this modification is No. 238.

### 2032.—Torpedo Warheads and Blowing Heads, 24½ in., Mk. I, 21 in., Marks VII, VIII-VIII\* and IX-IX\*—Difficulty in fitting Pistols

(A.S./T. 2326/35.—22.8.1935.)

Difficulty has been experienced in fitting Pistols No. 3F due to :—

(a) The lifting bolt, as it is screwed in and out, wiping metal over the hole provided in these heads for the reception of the register pin of the pistols.

(b) The hole in some cases being too neat a fit for the register pin of the pistols.

2. The "Hole for register pin" in all warheads and blowing heads which take Pistols No. 3E (which are similar in this respect to 3F) and 3F, i.e., 24½ in. Mk. I, and 21 in., Mks. VII, VIII-VIII\* and IX-IX\* in store at R.N. Armament Depôts and R.N. Torpedo Depôts respectively, is therefore to be slightly countersunk. At the same time, the "hole for register pin" should be gauged and any holes found below a diameter of .440 in. are to be opened out as necessary to .440 + .001.

3. Warheads and blowing heads on board H.M. ships are to be dealt with similarly at R.N. Armament Depôts and R.N. Torpedo Depôts respectively when they are landed.

4. Ships carrying No. 3E and 3F pistols, however, are to examine the "hole for register pin" in all blowing and warheads on board to see that the edges are not wiped over, and that the hole is free from dirt and grease.

5. No work of rectification is to be carried out on board Ships.

### 2033.—Torpedoes and Stores—Nickel-Copper Alloy Coupling Screws for use with certain 18 in., Mark VIII\*, F.A.A. Type Torpedoes—Introduction

(A.S. 2303/35.—22.8.1935.)

It has been approved to convert a certain number of surplus parts of 18 in., Marks VIII\*, X and VII\*\*\*\*\* torpedoes and assemble same as follows:—

either (a) 18 in., Mark VIII\*, Air Vessel plus Mark X.

Balance Chamber plus Mark X.

Afterbody ;

or (b) 18 in., Mark VIII\*, Air Vessel plus Mark X.

Balance Chamber plus Mark VII\*\*\*\*\*.

Afterbody ;

or (c) 18 in., Mark VIII\*, Air Vessel plus Mark VII\*\*\*\*\*.

Balance Chamber plus Mark VII\*\*\*\*\*.

Afterbody ;

or (d) 18 in., Mark VIII\*, Air Vessel plus Mark VII\*\*\*\*\*.

Balance Chamber plus Mark VIII\*.

Afterbody ;

to complete torpedoes to 18-in., Mark VIII\*, F.A.A. type.

2. The balance chambers and afterbodies at (b), (c) and (d) will be coupled by means of nickel-copper alloy coupling screws.

3. Care is to be exercised to ensure that when replacement of any of these screws is necessary nickel-copper alloy screws only are used in lieu.

4. The screws will be accounted for as follows:—

#### *Section IV.*

Screws coupling—St. No. 341A

will be allowed to chests, spare gear, 18 in., Marks VIII–VIII\*, in the proportion of 48 per chest.

6. Demands for the quantity of Screws, St. No. 341A, required to complete to the allowance shown in paragraph 4 are to be forwarded to the nearest torpedo depot and supply will be made on receipt from manufacture.

6. Labels of chests and torpedo store accounts are to be amended as necessary.

### 2037.—*Issued Confidentially.*

### 2044.—Lubricating Oil for Fast Type Motor Boats supplied by Messrs. The British Power Boat Co.

(E-in-C./M.F. 11186/35.—22.8.1935.)

Pending further instructions, Triple Shell lubricating oil is to be used for the 6-cylinder 70/100 H.P. engines supplied by the British Power Boat Co. On stations where Triple Shell is not obtainable, Vacuum "BB" or Texaco Motor Oil "G" may be used.

2. Service Special Mineral lubricating oil is, however, to be used for the 4-cylinder 28 H.P. engines supplied by the same firm.

(A.F.O. 1363/36)

### 2047.—Combined Picking-up and Quick Release Coupling for use when Raising and Lowering Aircraft by Cranes

(D. 7630/35.—22.8.1935.)

These couplings are designed for hoisting and releasing seaplanes not exceeding 9,000 lbs. gross weight. They will be supplied complete, each with a 4 ft. endless strop ; the upper end of the strop should be fitted with a thimble, and lanyards for operating the quick release and for securing the safety pin, should be provided by the ship's staff.

(C 27002)

2. The couplings and stops are not to be used for any purpose other than hoisting and lowering aircraft and when not required for these purposes they are to be removed from the crane and stowed immersed in Admiralty, Pattern 924, oil, mineral for recuperators. They are not to be left exposed on the crane for lengthy periods.

3. The scale of issue is one coupling for each aircraft crane, plus one spare coupling where one or two cranes are fitted on board a ship, and two spare couplings where four cranes are fitted.

4. The issue and periodic testing will be undertaken by Portsmouth Dockyard. The Dockyard Officers will be responsible for withdrawing the couplings from service, at intervals of approximately 12 months, for testing. A record of the inspection, testing, and history of each coupling is to be kept by the Dockyard; to facilitate this, each coupling is stamped with a serial number. This record, or register, is to be kept by the Manager, Constructive Department at Portsmouth, and all essential facts concerning the couplings and any transactions of transfer or return are to be reported to that officer.

5. The couplings are to be tested by releasing a load of 9,000 lbs., and with a static load of 13,500 lbs. Test loads in excess of 9,000 lbs. are not to be released.

6. If, during testing by the Dockyard, any coupling is considered to be for any reason unsatisfactory for re-issue, the coupling is to be retained by the Dockyard, the facts entered in the history of the coupling and reported to the Admiralty.

7. In view of the special nature of the material of these couplings, no lettering or marks are to be stamped on the coupling in addition to those stamped on it during manufacture; this provision is to avoid risk of damage to the coupling which might be caused by stamping the hard steel of which it is made.

## 2122.—Burmah Oil Fuel—Use

(E.-in-C./D. 3167/35.—5.9.1935.)

Existing stocks of Burmah oil fuel may continue to be used for Submarines on the China Station as hitherto.

Burmah oil fuel is not suitable for use in engines of the high speed compression ignition type as fitted for driving electric generators and for propelling machinery in boats. Persian diesel oil fuel should be used in such engines.

2204. } Issued Confidentially.  
2211. }

## 2219.—Minor Defects in Oars

(N.S. 5718/35.—12.9.1935.)

Attention is called to the following points in connection with oars :—

(a) *Ash.*

The specification for ash oars in Schedule 521 has been modified as follows :—

“ Where an oar may not be perfectly straight grained, or where small surface knots exist, the oar may be accepted at the discretion of the Surveyor of Stores, providing that it is in all other respects according to specification, and satisfactorily stands a thorough test to determine its strength and condition.”

This modification has been found necessary owing to the high percentage of ash oars which have been refused by Fleet Officers on issue.

(b) *Fir.*

Endeavour is being made to improve the quality of fir oars by selecting for manufacture smaller and better pieces of timber than those supplied at present. In the meantime fir oars should not be refused because they contain such slight defects or blemishes as small knots, slight sun shakes or lines of gum, these being inherent in the wood used and in no way affecting the efficiency of the oar.

2. In H.M. ships care should be taken to stow ash and fir oars, including those in use, in such a manner as will prevent as far as practicable, the development of such small defects and blemishes.

## 2283.—Director Firing Gear—Method of ensuring that Bearing Drives to Tilt Correctors are Assembled Correctly

*Dockyards and Ships concerned.*

(G. 4075/35.—26.9.1935.)

A recent report from an 8 in. cruiser, following very thorough investigation into the possible causes of errors in alignment between guns and directors, states that it was found that these errors were due to the incorrect assembly of the tilt correctors in the directors.

2. This error, which may possibly have existed for a number of years, has probably been the cause of an increase in spreads, unsatisfactory director tests and a jump in the M.P.I. on changing from the forward to the after director.

3. The attention of the ships concerned is therefore directed to C.B. 1925(4), page 18, test C.1, which prescribes the test to be carried out to ensure that the bearing drive to the tilt corrector is properly assembled.

4. For the information of ships not supplied with C.B. 1925, the following extract of the test is issued for information. O.U. 6125 will be amended to include this test in due course :—

“ See that the tilt corrector shows the same bearing as the director (or turret), adjust if necessary. Train the director (or turret) and see that tilt corrector continues to show the correct bearing.”

5. The attention of the Dockyards responsible for the setting of tilts after a tilt test is directed to the importance of ensuring that bearing drives to tilt correctors are assembled so that the correct bearing of gun or director is shown. The test referred to at paragraph 3 of the Order is to be carried out on all occasions after a tilt test when the calculated tilts are being set at the directors and elevation receivers.

## 2287.—Gun Sighting and Director Periscopes, Telescopes, and Binoculars, also Range and Heightfinders—Light Filters or Screens—REPORT

(G. 4659/35.—26.9.1935.)

*(This reprint embodies A.F.O. 2851/35.)*

The following light filters or screens are to be used in future with gun sighting and director periscopes, telescopes, and binoculars, also with range and heightfinders :—

<i>Type of Instrument.</i>	<i>Filter or Screen.</i>
(a) Low angle gun sighting and director periscopes, telescopes, and binoculars, O.L.O. periscopes.	Yellow, light neutral, Searchlight prisms where fitted to be of dark neutral tint.
(b) High angle gun sighting and director periscopes, telescopes, and binoculars.	Yellow, light neutral, and dense neutral.
(c) Range and heightfinders.	Yellow, light neutral and dark neutral.

2. In connection with the supply of dense neutral screens, which are for use when looking at or in the close vicinity of the sun, for the optical instruments referred to, the following broad principle is to be observed :—

For instruments of mountings known generally as high angle mountings and their directors, dense neutral screens are to be supplied. This does not include heightfinders which are not to be so fitted. For other mountings and their directors, dense neutral screens are not required.

3. The following mountings are to be considered as among low angle mountings: 8 in., Marks I, I\*, and II, 6 in., Marks XVI to XXI, and 4'7 in., C.P. XVII.

4. As range and heightfinders come in for repair, opportunity should be taken to fit screens as may be necessary to comply with paragraph 1 (c).

5. For the remaining instruments the necessary additional screens will be supplied as soon as possible.

6. Existing red screens with their cells, when the latter are easily detachable from the instruments, are to be returned to Portsmouth Yard through the appropriate channels.

7. Dense neutral screens should be separated from the instruments and held on separate charge whilst in dockyard or other storage establishments.

8. In order to comply with the above, it has been decided that the work of assembly, issue, etc., is to be carried out at Chatham, Devonport, and Portsmouth yards, the latter yard being kept fully acquainted with all issues by Chatham and Devonport, to prevent any overlapping.

9. The necessary glass discs are to be obtained by local purchase from Messrs. Chance in accordance with the terms of Admiralty letter C.P.14197/34, dated 23rd July, 1934.

10. Attention is called to the fact that the glass selected for dense neutral screens is the firm's product known as "*Medium Sextant Screen*," and should be referred to as such when communicating with the firm.

11. For the first supply of cells, use should be made of those cells at present containing red screens, in stock in yards, or returned to yards from the Fleet.

12. More than one method has been adopted in securing the filters in the cells, but it is considered that a fair proportion of the old cells can be refitted with the dense neutral glass.

13. A report should be rendered if any difficulties are anticipated or experienced in carrying out the work.

14. Normally, the more recent vessels should be dealt with first, until all are completed, but ships in hand at the yards should be dealt with at the time, and current issues of the telescopes, etc., in question to yards abroad should include the dense neutral screens.

15. Statements are to be forwarded quarterly from Chatham and Devonport to Portsmouth, commencing in December next, showing the issues made, vessels supplied, etc., and a complete statement is then to be forwarded from Portsmouth to the Admiralty for information.

16. All transactions should be accounted for at values as laid down in O.U. 5393/34, Rate Book for Spare Parts.

17. Light filters should be regarded as the cell and glass complete.

18. When red filters are surrendered the rate book values of the telescopes should be reduced by the rate book value of the filters.

19. Dense neutral filters are to be accounted for at the same value as other filters for similar telescopes. These are to be accounted for separately and will not alter the values of the telescopes.

### **2293.—Torpedo Warheads, 21 in., Marks VIII–VIII\*, with Loose Foreign Body**

(A.S./N.O. 2461/35.—26.9.1935.)

It is notified for the information of Commanding Officers of H.M. Ships and the Officers in Charge of R.N. Armament Depôts to whom they may be issued, that in a number of Warheads, 21 in., Marks VIII–VIII\*, a loose foreign body, presumably a button of solder, has become entrapped during manufacture, thus causing a slight rattle.

This has no adverse effect, and such Warheads have been accepted as serviceable.

### **2295.—Check Alignment of Torpedo Tubes and Sights of Vessels in Maintenance Reserve**

(T. 3229/35.—26.9.1935.)

Vessels when docked at Southern Yards during preparation for transfer to Maintenance Reserve at Rosyth, are to have their torpedo tubes and sights check aligned. This alignment is to be carried out at the latest stage of the preparation, *e.g.*, during final docking for locking of propeller shafts and sealing of stern glands.

2. The torpedo deflection sights are to be retained on board, together with the Radiomir sights and scotsmen.

3. Vessels at Rosyth after undergoing their periodical docking, at present carried out biennially, in the floating dock, and before re-berthing in the basin, are to have their torpedo deflection sights shipped and a check alignment by "distant object" method carried out by the staff of the depôt ship.

4. If special circumstances should make an intermediate check alignment desirable at Rosyth, a partial check alignment by theodolite could be carried out while vessels are berthed in the basin. Under these conditions, application for the services of "Vernon's" Alignment Officer is to be made in the usual way.

### **2309.—Seaplane Cranes in H.M. Ships—Care in Operating**

(D. 9097/35.—26.9.1935.)

Instances have occurred in which jibs of seaplane cranes have been damaged by violent contact with the buffer stops. This appears to have been caused by operating the topping controller without due care, after the upper limit switch short circuiting push button on the topping motion has been used.

2. To prevent damage, the short circuiting push button is not to be used until the limit switch has operated, and care is then to be taken to ensure that the crane jib is brought gently against the buffer stops when this is essential.

### **2356. { Telescopes, Pattern G.350—Supply Telescopes, Patterns G.330 and G.331—Surrender 4 in., H.A., III, III\* and IV Gun Mountings—Modification to Open Sights—REPORTS**

(G. 4894/35.—3.10.1935.)

A supply of the new telescopes, Pattern G.350, for use on 4 in., H.A., III, III\* and IV mountings will be available for issue, and will be distributed by Portsmouth. Modifications to the open sights of the mountings will be necessary, in order to clear the eyepiece of the new telescope; sets of brackets for these modifications will also be available and issued from Portsmouth concurrently with the telescopes. One set comprises 4 brackets.

2. The telescopes and sets of brackets should be issued by Portsmouth in accordance with the following allocation :—

Ship.	No. of 4 in., H.A. Mountings in Ship.	Requirements.			
		Telescopes.		Sets of Brackets.	
		Component.	Spare.	For Component Sights.	For Spare Sights.
" Kent " ... ..	4	8	—	4	1
" Berwick " ... ..	4	8	—	4	1
" Cumberland " ... ..	4	8	—	4	1
" Cornwall " ... ..	4	8	—	4	1
" Suffolk " ... ..	4	8	—	4	1
" Eagle " ... ..	5	10	—	5	1
" Bridgewater " ... ..	1	2	1	1	—
" Folkestone " ... ..	1	2	1	1	—
" Sandwich " ... ..	1	2	1	1	—
" Falmouth " ... ..	1	2	1	1	—
" Medway " ... ..	4	8	—	4	1
" Norfolk " ... ..	4	8	—	4	1
" Dragon " ... ..	3	6	2	3	1
" Danae " ... ..	3	6	2	3	1
" Durban " ... ..	3	6	2	3	1
" Dauntless " ... ..	3	6	2	3	1
" Scarborough " ... ..	1	2	1	1	—
" Emerald " ... ..	3	6	—	3	1
" Enterprise " ... ..	3	6	—	3	1
" Hawkins " ... ..	4	8	—	4	1
" Fowey " ... ..	1	2	1	1	—
" Shoreham " ... ..	1	2	1	1	—
" Bideford " ... ..	1	2	1	1	—
" Leander " ... ..	4	8	—	4	1
" Dundee " ... ..	1	2	1	1	—
" Exeter " ... ..	4	8	—	4	1
" Queen Elizabeth " ... ..	4	8	—	4	1
" Resolution " ... ..	3	6	—	3	1
" Revenge " ... ..	4	8	—	4	1
" Royal Oak " ... ..	4	8	—	4	1
" Royal Sovereign " ... ..	4	8	—	4	1
" Neptune " ... ..	4	8	—	4	—
" Orion " ... ..	4	8	—	4	—
" Achilles " ... ..	4	8	—	4	—
" Skipjack " ... ..	1	2	1	—	—
" Halcyon " ... ..	1	2	1	—	—
" Harrier " ... ..	1	2	1	—	—
" Hussar " ... ..	1	2	1	—	—
" York " ... ..	4	8	—	4	1
" Dorsetshire " ... ..	4	8	—	4	1
" Rochester " ... ..	1	2	1	1	—
" Milford " ... ..	1	2	1	1	—
" Weston " ... ..	1	2	1	1	—
" London " ... ..	4	8	—	4	1
" Sussex " ... ..	4	8	—	4	1
" Devonshire " ... ..	4	8	—	4	1
" Shropshire " ... ..	4	8	—	4	1
" Penzance " ... ..	1	2	1	1	—
" Hastings " ... ..	1	2	1	1	—
" Resource " ... ..	4	8	—	4	1
" Malaya " ... ..	4	8	—	4	1

Ship.	No. of 4 in., H.A. Mountings in Ship.	Requirements.			
		Telescopes.		Sets of Brackets.	
		Component.	Spare.	For Component Sights.	For Spare Sights.
"Valiant" ...	4	8	—	4	1
"Barham" ...	4	8	—	4	1
"Hood" ...	4	8	—	4	1
"Renown" ...	4	8	—	4	1
"Ramillies" ...	4	8	—	4	1
"Hermes" ...	3	6	2	3	1
"Ajax" ...	4	8	2	—	—
"Amphion" ...	4	8	2	—	—
"Arethusa" ...	4	8	2	—	—
"Apollo" ...	4	8	2	—	—
"Phæton" ...	4	8	2	—	—
"Galatea" ...	4	8	2	—	—
"Woolwich" ...	4	8	2	—	—
"Speedwell" ...	1	2	1	—	—
Totals ...		435		199 sets	

*Note.*—Where G.350 telescopes are not shown to be supplied as spare, the vessels concerned already have G.330 and G.331 telescopes on board for other services. The spares carried for G.330 and G.331 telescopes should be adjusted in the vessels concerned to meet the requirements for the G.350 telescopes. The correct quantities of spare G.350 telescopes will be issued when the component telescopes for all services have been allocated.

With regard to 4 in., H.A., IV sights in the "S" sets of spare parts for sloops, Portsmouth Dockyard should issue to the base concerned the sets of brackets required to modify these sights. The number of sets of brackets issued for this service should be reported to the Admiralty.

### 2364.—*Issued Confidentially.*

## 2376.—Aluminium and Aluminium Alloy Fittings in Leaders and Destroyers Building—REPORT

(M.F. 9900/35.—3.10.1935.)

### A. *Hull and Electrical Items.*

Detailed records of hull and electrical fittings made of aluminium or aluminium alloys will not in future be supplied to new construction leaders and destroyers, but Commanding Officers are to make such reports on these fittings as they consider desirable.

### B. *Machinery Items.*

A detailed record will be prepared by the main machinery contractors of all machinery items for which aluminium and aluminium alloys are entirely or partially used in each of H.M. leaders and destroyers under construction.

2. The record will be sufficiently complete to enable the ships' officers readily to identify the various fittings so that a report can be made as to the behaviour of the material under Service conditions. The record will indicate the position in the ships in which such items have been fitted, the name of the alloy, its thickness and weight, and the manufacturer from whom obtained.



Five copies of the record are to be forwarded to the Admiralty, one copy for Admiralty record, and four copies for transmission to the Administrative Authorities concerned.

3. The report from the ships' officers, referred to in paragraph B.2 above, is to be rendered after 12 months' experience, and in this report only unsatisfactory items are to be included.

### 2486.—18-in. Sperry Signalling Projectors—Reflectors, Pattern 2548

(D.E.E./S.D. 985/35.—10.10.1935.)

Reflectors, Pattern 2548, having copper rims and wire backing, cannot be accommodated in 18-in. Sperry Signalling Projectors unless the rims and wire backing are removed. Arrangements should therefore be made for this to be done before attempting to fit the reflectors in the projectors. Reflectors of this pattern are now being purchased without the copper rims and wire backing.

2487. }  
2523. } *Issued Confidentially.*

### 2533.—Revision of Fixture Lists

(N.S. 5748/35.—17.10.1935.)

It has been decided to revise the existing Lists of Fixtures for the Boatswain, Shipwright, Gunner and Torpedo Warrant Officer, with a view to reducing the size and complexity of the present lists.

2. Revision will be made on the following broad lines, subject to variations as may be required with each individual list :—

- (a) Deletion of all articles fixed in position which may be considered as part of the structure of the ship: the revised lists to contain only articles which are portable or are easily rendered portable, spare gear and drawings.
- (b) Deletion, as far as considered desirable, of articles which are already shown in other lists or documents, *e.g.*, O.U. 6137.
- (c) Transference to the Central Store Account of such articles of authorised patterns of a portable character, which it may be considered advantageous to treat as sea stores, with a view to the removal of certain anomalies.

3. The new lists will be known as the "*Lists of Portable Fittings and Spare Gear, Drawings, etc.*," and will be compiled on loose leaf forms, similar to those used for the Engineers' Spare Gear Lists (D.320). Details concerning the new forms will be issued separately.

4. Only two copies will be required in future, one for the ship and one for the dockyard.

5. Special attention of all concerned is called to the instructions concerning the preparation of Form D.526 whenever additions, reductions or alterations are made to a ship's equipment, and to the necessity of amending the lists from these forms. Failure to comply with these instructions leads to difficulty in verifying the lists at subsequent dates.

Attention is also called to Article 710, Clause 34, of King's Regulations and Admiralty Instructions, and Article 43 of B.R. 4 (Instructions Relating to the Supply of Stores to H.M. Ships), when amendments are caused to the List of Fittings through work having been done on board by ships' artificers.

6. In order to facilitate the verification of the lists, full and adequate descriptions are to be given to the various articles and the places of stowage or position on board are to be shown in detail; provision will be made in the revised forms to enable this to be done.

7. Details of the revision of each List of Fittings will be promulgated separately, and the principles laid down will apply to all sizes and classes of ships.

8. The revised list of portable fittings and spare gear should be provided for new ships and for ships undergoing large repairs; the work of preparing revised lists for the latter being regarded as an Alteration and Addition.

(A.F.O. 231/36.)

## 2573.—Gun Mountings, 15 in.—Training Gear Clutches

(G. 4658/35.—24.10.1935.)

Recent failures of the vertical training shafts of 15 in. mountings have been traced to over-stressing set up by shocks which have not been relieved by slipping of the friction plates of the training gear clutches. These clutches were designed to slip under a training rack load of 65 tons. Trials have shown that when adjusted by the indicating marks they have failed to slip when subjected to loads much heavier than 65 tons. Moreover, the arrangement of the gear is such that little, if any, lubricant can penetrate to the friction plate housing.

2. As a result of experiments the following procedure has been evolved to ensure accurate adjustment. The slight modification of drilling two holes to permit lubrication is necessary:—

Remove all friction plates, clean thoroughly, re-surface if necessary, carry out the slight modifications to the Belleville washer housing shown on A.F.O. Diagram 126/35 (1), lightly wipe over the friction plates with special mineral oil and replace. Fill Belleville washer housing with special mineral oil.

Drain turret buffers, and place a 100-ton hydraulic jack between one buffer and fixed structure, the turret being trained as necessary. The arrangement of jack is shown diagrammatically in A.F.O. Diagram 126/35 (3). A pressure gauge, suitably regraduated to record the load in tons, is connected to the jack. It will be found convenient to place the pump supplying pressure to the jack in the working chamber, and the gauge in the gunhouse.

Clutch in the set of training gear to be adjusted, and declutch the other set. Tighten up the nut on Belleville washers about one turn, then slack back to two-thirds turn. Pump up jack until a load equivalent to 65 tons at the training rack is indicated by the gauge. Ease back the nut gradually until the turret moves. This movement will be indicated by a sudden drop in the load recorded by the gauge. Carry out this operation at least three times in order to get a mean setting of the nut. Declutch this set, clutch in the other set and adjust in the same way.

Train the turret and repeat the operation with the jack between the fixed structure and the other buffer, in order to obtain settings for the nuts with the turret moving in the opposite direction.

Theoretically, with ship on even keel and no other irregularities, the two settings for each nut thus obtained should be the same, but in practice differences are found to occur and the *final* adjustment should be midway between the two. *Two* keep plates should now be fitted on each training shaft to prevent the nut from slacking back. The method of fitting these keeps is shown in A.F.O. Diagram 126/35 (2), existing holes in the top surface of the Belleville washer housing being utilised where possible.

In carrying out this adjustment it should be noted that since the load applied by the hydraulic jack is within the P.C.D. of the training rack, the load to be applied by the hydraulic jack to give a load of 65 tons at the training rack, is obtained as follows:—

Load applied by jack =  $\frac{65R}{r}$  where  $R$  = pitch radius of trng. rack.  
 $r$  = radius of buffer.

From drawing,  $R = 12$  ft. 6 in., and  $r = 11$  ft.

Load therefore becomes  $\frac{65 \times 25}{22} = 75$  tons approx.

The method of graduating the pressure gauge is as follows:—

$A$  = area of ram of jack.

$p$  = pressure in lbs. per sq. in. indicated by the gauge, then

$\frac{A \times p}{2240}$  = load in tons corresponding to pressure  $p$ .

The actual graduations should be by convenient steps and a red line should be made at 75 tons.

3. The modification and initial adjustment is to be made by yards on the first occasion on which the training gear is opened out. The work is to be treated as a defect.

4. Subsequently tests are to be made annually by ship's staff, in conjunction with dockyard officers, to ascertain the training rack load at which slip occurs. If found necessary the adjustment should be corrected in accordance with the instructions contained in paragraphs 1 and 2.

5. When set in this manner, a throw off of about 2 degrees may be expected when firing full charges. This is approximately the amount for which the gear was designed.

6. Where still applicable, the initial adjustment referred to in paragraph 3 is to be carried out in all turrets on the next occasion of refitting.

7. The modification to lubrication mentioned in the same paragraph should be carried out by dockyards when convenient, clutches being re-adjusted after this is done.

8. Ships concerned are to report in their Gun Mounting Register, S.1151, when or if this adjustment by the hydraulic jack method has been carried out.

### 2589.—Boats' Sails—Measurement

(D. 5556/35.—24.10.1935.)

The following standard method to be used in the measurement of the area of boats' sails is promulgated for information and guidance:—

All measurements for obtaining the areas of boat sails are to be taken from the edge of the canvas or other material from which the sails are made, and on the understanding that the various corners of the sails are brought to actual points.

2. Four-sided sails, as shown at figure 1 in A.F.O. Diagram 113/35, are to be divided in four parts, viz.:—

(a) A triangle formed by the head part of the leach, and the straight line from the throat at right angles to a straight line joining the peak and clew (area =  $\frac{1}{2}$  GB  $\times$  AX).

(b) A trapezoid formed by part of the leach, the luff, and by two parallel straight lines from the throat and tack at right angles to a straight line joining the peak and clew (area =  $XY \times \frac{(GB+FC)}{2}$ ).

(c) A triangle formed by the straight line from the tack at right angles to a straight line joining peak and clew, part of the leach and the straight line joining tack and clew (area =  $\frac{1}{2}$  FC  $\times$  YE).

(d) The area between the straight line joining tack and clew and the foot of the sail. This area is to be assumed as a triangle, base equal to the distance tack to clew, and height equal to maximum round in foot (area =  $\frac{1}{2}$  EC  $\times$  DZ).

The area of the sail is to be taken as the total of the above four areas.

3. Three-sided sails, as shown at figure 2 in A.F.O. Diagram 113/35, are to be divided into three parts, e.g., for a staysail,

- (a) A triangle formed by the leach, part of the luff and the straight line from the clew at right angles to a straight line joining the head and tack (area =  $\frac{1}{2} KL \times HM$ ).
- (b) A triangle formed by part of the luff, the straight line joining tack to clew and the straight line from the clew at right angles to a straight line joining the head and tack (area =  $\frac{1}{2} KL \times MJ$ ).
- (c) The area between the straight line joining tack and clew, and the foot of the sail. This area is to be assumed as a triangle, base equal to the distance tack to clew, and height equal to maximum round in foot (area =  $\frac{1}{2} JK \times NP$ ).

The area of the sail is to be taken as the total of the above three areas.

4. Other three-sided sails are to be measured similarly.

## 2634.—Flotilla Leaders and Destroyers—History Scrolls

*H.M. Dockyards and Principal Ship Overseers and Ships concerned*

(M.F. 9488/35.—31.10.1935.)

Their Lordships have decided that the following leaders and destroyers with historic names are to be fitted with History Scrolls, if these are not already provided:—

"Exmouth."	"Boadicea."	"Firedrake."
"Faulknor."	"Bulldog."	"Foresight."
"Grenville."	"Comet."	"Forester."
"Kempenfelt."	"Crescent."	"Fortune."
"Acasta."	"Cygnet."	"Foxhound."
"Achates."	"Decoy."	"Fury."
"Acheron."	"Defender."	"Gallant."
"Active."	"Diamond."	"Garland."
"Amazon."	"Diana."	"Gipsy."
"Ambuscade."	"Duchess."	"Grafton."
"Antelope."	"Echo."	"Greyhound."
"Ardent."	"Eclipse."	"Griffin."
"Arrow."	"Encounter."	"Hardy."
"Basilisk."	"Esk."	"Havock."
"Beagle."	"Fame."	"Hero."
"Blanche."	"Fearless."	"Hunter."

2. History Scrolls for future types of leaders and destroyers with historic names will be provided by the contractors.

3. A design of scroll is being prepared and copies will be forwarded to all concerned when available.

4. The following action is to be taken as regards the ships mentioned in paragraph 1:—

(a) *Leaders and Destroyers (A-F Classes).*

An item for the provision of a scroll (Classified "B") is to be included in the next list of alterations and additions, and each ship concerned is to apply to the Admiralty for details of the battle honours to be included in the scroll. On receipt by the ship, these details are to be forwarded to the Yard at which the next refit will be undertaken.

(b) *Leaders and Destroyers (G and H Classes).*

On receipt of the sketch design, Principal Ship Overseers are to apply to the Admiralty for details of the battle honours to be included in the scroll, and arrangements for supply as an extra to the contract are to be made with the contractors.

2663a. } Issued Confidentially.  
2665. }

## 2678.—10-in. Signalling Projectors, Patterns 3860A and 3860

(S.D. 1037/35.—7.11.1935.)

The following data is promulgated for the information of ships' staffs and shore establishments concerned.

2. *Reflectors, Pattern No. 3861.*—(a) The initial supply of 100 reflectors are  $\frac{1}{8}$  in. thick and fitted with a copper rim and lead and wire backing. Subsequent supplies of reflectors are  $\frac{1}{8}$  in. thick and fitted with lead backing only.

(b) The reflector clips are suitable for both types of reflector. For the  $\frac{1}{8}$ -in. reflectors, the  $\frac{1}{2}$ -in. packing pieces are to be fitted in front of the clips, and for  $\frac{1}{4}$ -in. reflectors, the packing pieces are to be fitted behind the clips. In the case of  $\frac{1}{8}$ -in. reflectors, fitted with copper rim and wire backing, these items are to be removed before fitting.

3. *Lamp, Pattern No. 3862A.*—(a) The lamp caps of burnt-out lamps are to be carefully packed to avoid damage to the machined surfaces and returned to store.

(b) The stop pin may be fitted on the wrong side of the cap in the first supplies of this lamp. If this is the case, the pin should be changed over to the opposite side; the pin being provided to ensure that the lamp is mounted with the filament support on the side of the filament remote from the reflector.

4. *Shutter Stop, Pattern No. 3898.*—These stops are normally non-adjustable but where necessary adjustment is to be made for wear (i.e., when the noisy operation of the shutter occurs), by adding a packing washer, up to  $\frac{1}{8}$  in. thick, under the head of the stop. When further adjustment is necessary, new stops are to be fitted.

5. *Shutter Spring, Pattern No. 3897.*—The length of this spring is  $1\frac{1}{2}$  in. An alternative spring will be supplied for use where a stronger pull is required. This alternative spring will be similar to Pattern 3897, but  $1\frac{1}{2}$  in. long instead of  $1\frac{1}{4}$  in. These springs will be made from Staybrite Steel.

6. *Flashing Shutter, Pattern No. 3896.*—(a) In the case of some projectors the various parts of the shutter are riveted together and sweated with soft solder. If these become defective, repair is to be effected with silver solder.

(b) During transit of the projectors, the shutter handle should be unshipped to avoid damage.

7. *Cable, Pattern No. 5671A.*—This cable is specified to be fitted to the projectors. It has a continuous rating of 20 amperes and will give satisfactory service on the assumption of a normal burning cycle of 20 minutes on and 10 minutes off.

The lamp should be switched off whenever possible. In the event of any other cable being fitted to the projector, this is to be replaced with Pattern 5671A by ship's staffs.

8. *Projector, Pattern No. 3860.*—It is intended to modify all projectors, Pattern 3860, to take all authorised spares of Projector, Pattern 3860A.

The necessary instructions will be issued in due course.

9. *Projector, Pattern No. 3860A.*—Modifications to this projector, other than those detailed above, are not to be undertaken by ships' staffs without prior Admiralty approval. A revised design of sight is under development.

10. *Projector, Pattern No. 5300.*—This projector is now marked obsolete and should be replaced by Pattern 3860A projectors when it is considered to be no longer fit for service use.

11. *Ships' Reports.*—If reports are made on defects in these projectors, the report should quote the maker's name and the serial number of the projector.

**2764.**—*Issued Confidentially.*

### **2765.—Valves for Superheated Steam—Nuts for Seats**

(E.-in-C./D. 11454/35.—14.11.1935.)

In future, where cases occur of deterioration, from any cause, of Immadium metal nuts securing valve seats in steam valves subject to superheated steam, nuts of wrought iron may be used in replacement in ships on service or under refit by Dockyard. It should be ensured that the wrought iron nuts used are of good quality and finish, and accurate to dimensions.

**2808.**—*Issued Confidentially.*

### **2819.—Anti-gas Stores—Bleach Ointment and Bleach Paste—Instructions**

(T. 3468/35.—21.11.1935.)

Bleach ointment has been supplied to certain ships and shore establishments for the purpose of treating persons whose skin may have come in contact with mustard gas.

2. Original supplies were made in unlabelled 8-oz. and 2-oz. tins. In future, 2-oz. tins labelled "Protective Ointment No. 1" will be issued. Bleach ointment is intended for the use of personnel who would be unable to obtain immediate access to supplies of bleach paste.

3. *Method of Mixing Bleach Paste.*—To mix bleach paste put a small quantity of bleaching powder into a wooden, glazed earthenware or enamelled container. Then add water in small quantities, stirring thoroughly, until the mixture reaches the consistency of a thick paste or cream. Continue adding powder and water alternately in small amounts, stirring thoroughly, until the requisite quantity of paste is made. Bleaching powder should be used economically and, generally, no more than that required for immediate use should be made up.

4. *Method of Using Bleach Paste.*—The paste should be applied to the contaminated areas of the skin at the earliest possible moment. Later treatment may reduce the severity of burns. Results are less favourable when the skin is hot and sweating, especially under tropical conditions.

The paste should be well rubbed in for about one minute and then washed off thoroughly with plain water. When circumstances permit, the body should afterwards be bathed using plenty of soap and water.

5. *Keeping Bleach Paste.*—Bleach paste may be kept in a covered vessel in moderate temperatures for about two weeks without serious loss of efficiency. In tropical conditions, even if covered up, bleach paste requires to be made freshly each week.

6. *Method of Using Bleach Ointment.*—Bleach ointment should be well rubbed in to the affected areas and then immediately removed by wiping off with a clean rag or waste. If circumstances permit, the man should be bathed as mentioned previously in describing the method of using bleach paste.

7. *Precautions when Using Bleach Paste or Bleach Ointment.*—Paste or ointment should not be left in contact with the skin as it has a slightly irritant effect. Care must be taken that it does not get into the eyes. The form of bleach known commercially as Tropical Bleach is less irritant than the ordinary substance. When available, super-tropical bleach, which is the type normally supplied to ships, should be used for making up bleach paste.

8. *Alternative Method of Treatment.*—If bleach in the form of paste or ointment is not available, the skin should be thoroughly washed with soap and water and a nail brush should be used on the less tender parts. Frequent changes of water should be used and the nail brush rinsed frequently and boiled after use on each person.

9. *Mustard on Clothing.*—If the presence of liquid mustard gas on clothing is suspected, the clothing must be removed at once. In the case of large drops of mustard (sufficient to appreciably wet any part of the clothing) bleach treatment, or failing that, thorough bathing treatment, should be applied to the parts of the skin likely to have been affected. With small dispersed drops from aerial spray the skin under the clothing may not be affected if the outer clothing is immediately removed. Bleach treatment, or, failing that, bathing, should, however, be resorted to when possible.

10. *Storage of Bleach Ointment.*—Bleach ointment should be stored in as cool a place as possible and never exposed to temperatures above 100° F., nor continuously to temperatures above 86° F. Even at lower temperatures deterioration is liable to occur. A sign of serious deterioration is the separation of the ointment into two layers; in this state the ointment is useless.

## 2824.—16-ft. Skiff Dinghies—Replacement of existing Rig by New Rig

(D. 3441/35.—21.11.1935.)

(*This reprint embodies A.F.O. 3121/36.*)

Approval has been given for the present rig of all 16-ft. skiff dinghies to be gradually replaced by a new rig commencing in the financial year 1935 in the following order:—

	Financial Year.			
(i) Ships of the Mediterranean Fleet	...	...	...	1935
(ii) Ships on the America and West Indies, East Indies and Africa Stations	...	...	...	1936
(iii) Ships on the China Station	...	...	...	1937
(iv) Ships of the Home Fleet	...	...	...	1938

2. The new rig is to be in accordance with A.F.O. Diagram 121/35. The eye bolt clenched through the mast step and keel for securing the block to the main tack downhaul, which is shown on the A.F.O. Diagram as  $\frac{1}{2}$  in. diameter, is to be amended to read  $\frac{3}{8}$  in. diameter.

Drawings of Portsmouth M.C.D. 011716, circulated to yards, are to be amended accordingly.

3. Detailed specifications for the rig have been forwarded to Malta and Gibraltar Dockyards and will be forwarded to the other Dockyards concerned in due course.

4. The Dockyard Officers are to consult the Ship's Officers, as necessary, with regard to the portions of the work to be carried out by the Dockyard and Ship's staff respectively. As much assistance as possible should be given by naval ratings.

5. The Dockyards are to cease manufacture of the old design outfits forthwith; requirements which may arise until the new type is introduced are to be demanded on the Admiralty with a view to utilising the outfits which will become available as the new ones are gradually introduced.

## 2848.—Gun Mountings—15-in. Mk. I—Unloading Arrangements

(G./N.L. 1500/35.—28.11.1935.)

The cover plates giving access to the bottom of the auxiliary cordite hoist are to be kept permanently in position and are not to be removed during unloading operations.

2. Trials are to be carried out in all 15 in. turret shell rooms to ascertain whether these cover plates can cause fouls with the shell grabs when loading the shell bogies. This possibility during heavy weather should be considered. Proposals for avoiding such fouls are to be made to the local Administrative Authorities.

3. The padlocking arrangements on the shell room bogie unloading levers are to be modified by ship's staff where necessary to permit of locking or unlocking through the handholes without removing the access door referred to.

## 2850.—Gun Mountings—Hydraulic Hoist Presses—Securing of Guards and Limit Stops

(G./N.L. 1500/35.—28.11.1935.)

The guards on sheaves of hoist presses of all power-worked mountings are to be examined and refitted and secured as necessary to prevent any possibility of a slack wire running off its sheave.

2. Where the stops limiting the travel of presses are in the form of two half collars bolted together, and turning or slackening of these stops could foul any moving parts, the stops are to be replaced by solid sleeves where this can be done.

2853. }  
2908. } *Issued Confidentially.*



**2916.—Bedding for Admiralty and Contractors' Personnel  
Attending Trials—Supply, etc.**

(N.S. 10006/34.—5.12.1935.)

The procedure relating to the supply of bedding for the use of Admiralty and Contractors' personnel attending trials has been under consideration, and the following revised instructions are promulgated for the information and guidance of all concerned:—

- (i) The necessary stocks of officers' and men's bedding will continue to be held at the R.N. Depôts at Chatham, Portsmouth and Devonport, for supply on loan in connection with the trials of ships attached to the respective ports.
- (ii) The bedding is to remain in the charge of the Accountant Officer (S) of the dépôt, who is to ensure that receipts are duly obtained for all supplies made.
- (iii) The stock of officers' bedding to be maintained at each of the R.N. Depôts for trials is to be sufficient for one new cruiser.
- (iv) Timely notice is to be given by the Naval Superintendent to the dépôt on each occasion, of the quantities of bedding, etc., which will be required for the trials, full particulars being furnished as to the number of officers, officials and men for which provision is to be made.
- (v) Contractors' applications for the loan of bedding are to be forwarded by the Principal (Ship) Overseer to the Commanding Officer of the dépôt through the Naval Superintendent, Contract Built Ships, and each application is to be accompanied by the name and address of the contractors' agent who will assume responsibility on behalf of the firm for the safe custody and return of the articles.
- (vi) No charge will be made for the loan of bedding but contractors are to be charged with carriage expenses, the cost of washing after use, and the value of any deficiencies or damage resulting from the loan.
- (vii) The dépôt lending the bedding is to be responsible for recovering the charges from the Contractor, or for informing any Dockyard Department, etc., which may also be concerned (*e.g.*, in arranging carriage) of the Contractors' liability.
- (viii) Before bedding is issued from the dépôt, each article is to be marked so that it can be readily identified.
- (ix) Bags, covers, etc., are to be provided as necessary in order that the bedding may be kept clean when not in use.
- (x) For destroyers building by contract the number of sets of officers' bedding required should be about 35 with double the usual allowance of sheets, pillow covers and towels, to enable the bedding, etc., to be used by different officials according to the nature of the trial. The number of hammock sets to be provided should not exceed a maximum of 100.

2. A suitable clause respecting the conditions governing the supply of bedding on loan to contractors, as laid down in this Order, will be embodied in the contract documents.

3. Admiralty letters N.S. 6607/12687, dated 19.9.06, N.S. 2911/6116, dated 22.4.13, N.S. 4535/29/402, dated 10.1.30, and N.S. 11918/30/19321, dated 10.11.30, should be considered cancelled.

### 3025.—Revision of Shipwright's Fixture List—Now to be styled Shipwright's List of Portable Fittings and Spare Gear

(N.S. 5698/35.—12.12.1935.)

The List of Portable Fittings and Spare Gear in charge of the Shipwright Officer has now been revised, and future lists should contain only the articles shown in Appendix (A) to this Order, together with any other articles of a portable or easily rendered portable nature which may be supplied and which are not shown in the Appendix.

2. The items shown in Appendix (B) need no longer be included in the List of Fittings as they are either (a) obsolete, (b) considered to form part of the hull of the ship, (c) shown in other lists, (d) similar to articles which are already dealt with as Sea Stores.

3. The items in Appendix (C) should be considered as "Sea Stores" and included in the Central Store Account. It is intended to standardise, if possible, such articles as notice boards, certain cupboards, and any other articles which may be found suitable for standardisation. It is not proposed, however, that any alteration should be made in the specifications of new ships in regard to the liability of the contractors for the supply of the articles now transferred to the Sea Store Account.

4. The loose-leaf forms and binders for the new lists are in course of preparation, and will be available shortly. Pending receipt of the revised forms, the present forms should be used, but only the details referred to in paragraph 1 above need be shown in new lists.

5. When a new list on the loose-leaf forms is prepared from the old Fixture Lists, D.6c, or Combined List, D.6, the letters indicated below are to be shown on the Form D.6c (or D.6) against the items so dealt with:—

- (A) Those actually included in the new List of Portable Fittings, and Spare Gear.
- (B) Those omitted from the new lists in accordance with paragraph 2 (a), (b) or (c) above and paragraph 2 of A.F.O. 2533/35.
- (C) Those items transferred to the Central Store Account in accordance with paragraph 2 (d) above and paragraph 2 of A.F.O. 2533/35, and a notation to this effect made on the old form.

A list in triplicate of the items marked (C) should be furnished by the Dockyard Professional Department concerned to the (Superintending) Naval Store Officer, who should forward one copy to the Accounting Officer of the ship and one to the Admiralty (N.S.), the third copy being retained for record purposes. Care should be taken to ensure that the list contains a full description of each item, including pattern number for articles of authorised patterns, together with sufficient information as to place of storage, etc., to enable the Accounting Officer to obtain the necessary receipt from, and record the articles in the Central Store Account as on permanent loan to, the officers concerned.

6. In the case of new ships building by contract, care is to be taken that the items shown in Appendix C—now to be dealt with as Sea Stores—are included in the lists furnished by Contractors showing details of the Sea Stores supplied by them in accordance with the building specifications.

Similar lists should be prepared by Dockyard Professional Officers showing the articles which are accounted for as Sea Stores, but actually manufactured and put in place by the Professional Departments.

7. The principles set out in this Order apply to all ships, and lists in accordance with these instructions should be provided in all new ships and all other ships where provision of new lists is approved.

## APPENDIX A

*Items to be shown in future List of Hull Fittings*

- Badges, ships'.
- Bars, hatch, and port, metal, with fittings, portable.
- Bars, hatch and port, iron, portable.
- Blinds to skylights, sashes.
- Bookcases, wood (when not Rate Book pattern).
- Bookcases, steel (when not Rate Book patterns).
- Booms, wood, for side screens.
- Boxes, chart.
- Boxes, chronometer.
- Buffet or sideboard, wood or steel.
- Boards, key.
- Canopy frame for hatches, iron, complete.
- Canopy frame, for hatches, metal, complete.
- Capstan swifters.
- Carriages, transporting (where not already in Sea Store Establishments).
- Cases, wood, for chart album.
- Coamings, iron, to ventilators, stove funnels, etc.
- Coamings, metal, to ventilators, stove funnels, etc.
- Coamings other than above.
- Covers, metal, or deck plates to ventilators, etc.
- \*Cupboards, wood (when portable)
- \*Cupboards, wood (when not fitted to form of ship)
- \*Cupboards, for Confidential books
- \*Cupboards, medical history
- \*Cupboards, for ledgers
- Cupboards, for pistols
- Cupboards, steel, poison
- Cupboards, wood, poison
- Cupboards, wood, for stationery
- Cupboards, for surgical instruments
- Cupboards, wood
- Cupboards, aluminium
- Curtains. (Question whether to be dealt with as Sea Stores under consideration.)
- Cushions.
- Davits, boat.
- Davits, others.
- Eyes, metal, man ropes where portable.
- Fitted drawings.
- Forms or stools, school.
- Forms or stools, C.P.O.s and P.O.
- Forms or stools, seamen's.
- Forms or stools, study.
- Forms or stools, wash places.
- Forms or stools with backs.
- Funnels, casing for, brass to cabin stoves.
- Funnels, copper, to stoves, complete with bends, hood as fitted.
- Funnels, iron, to stoves, complete with bends, hood as fitted.
- Gratings, metal.
- Gratings, wood.
- Illuminators in deck (when portable).
- Inclined planes for doorways.
- Instructional models.
- Ladders, accommodation or side.
- Ladders, for cooking galley.
- Ladders, combination.
- Ladders, step, wood, for sick bay cots.
- Leeboard to bunks.
- Lockers for cleaning gear (when portable).
- Lockers, kit, Type A.
- Lockers, kit, Type B.
- Lockers, sick bay.
- Lockers, signal (when portable).

Will be made Sea Stores if  
and when standardised.

\* The nature of the wood  
to be inserted in brackets  
after the item.

## APPENDIX A—continued.

Lockers, text books.  
 Lockers, anti-gas equipment.  
 Lockers, clothes, portable.  
 Lockers, bread.  
 Overcases. (See remarks against curtains.)  
 Overmantles with mirrors.  
 Pans, drip (brass, copper, aluminium or zinc).  
 Pins, belaying, metal, when portable.  
 Poles, griping, to davits.  
 Racks for arms, portable.  
 Racks for forms, etc.  
 Racks, pigeon hole.  
 Racks, for pistol, with chain, complete.  
 Rods, lamp, brass.  
 Rollers, brass.  
 Saw benches.  
 Seats, batten, when portable.  
 Settees, with reversible backs.  
 Settees, lockers.  
 Settees, mahogany, etc., when portable.  
 Settees, with stuffed backs and elbows when portable.  
 Shoots, coaling (when portable).  
 Skylights, when portable.  
 Spare gear of all kinds.  
 Stanchions, iron, for awnings (when portable).  
 Stanchions, iron, sick bay cots.  
 Stanchions, iron, of sorts (when portable) other than guard stanchions.  
 Stanchions, metal, for awnings.  
 Stanchions, metal, to hatchways and ladders.  
 Stanchions, metal, of sorts (details to be given).  
 Stands, metal, to semaphores, hand.  
 Stands for stoves (when not in Sea Store Establishments).  
 Steps, hanging.  
 Stoves, airing (when not in Sea Store Establishment).  
 Stoves, cabin.  
 Stoves, cooking in sick bay, etc.  
 Stoves, backs to, metal or lined with copper or metal.  
 Tables, cooks, where portable.  
 Tables, deal, on legs, Petty Officers' and Artificers' messes, etc.  
 Tables, dressing.  
 Tables, school.  
 Tables, reading room.  
 Tables, seamen's.  
 Tables, mahogany or study on legs other than S.S. patterns.  
 Ventilators, mushroom tops.  
 Ventilators, mushroom, with illuminators.

## APPENDIX B

Basins, lavatory. Baths, enamelled. Blocks, malleable Blocks, for derrick purchases Blocks, for derrick topping lifts Blocks, davit Bardsley clips. Bollards, metal. Booms, wood, side. Companions to ladderways. Cleats, belaying. Coops, poultry. Derricks, coaling. Doors, metal. Doors, mahogany.	}	To be shown in Boatswain's List.
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APPENDIX B—*continued.*

Doors, teak.  
 Elevators, metal, for raising skylights, etc.  
 Fairleads, metal, blocks.  
 Fairleads, metal, sheaves.  
 Handholds, metal.  
 Hatches, metal, watertight.  
 Indicators, rolling metal.  
 Keys for sidelights.  
 Lavatory, lead lined.  
 Ladders, deck, iron.  
 Ladders, deck, wood.  
 Ladders, metal.  
 Levers to barbette aprons.  
 Levers to ports, iron and metal.  
 Locks, magazine.  
 Nuts, metal, butterfly.  
 Paint mixing slab.  
 Pillars, iron, hinged, with metal nuts.  
 Pillars, iron, hinged, metal shoes for.  
 Pillars, metal.  
 Pillars, metal, hinged, metal shoes for.  
 Purchase.  
 Pillows, covered with morocco.  
 Pillows, covered with leather.  
 Pins, hat, brass.  
 Pins, hat and cloak.  
 Plates, metal, tread.  
 Posts, metal, for magazine battens.  
 Racks for dirty clothes.  
 Racks, iron, special.  
 Racks for plates in pantries.  
 Racks for swords.  
 Racks, mess.  
 Rods, guard, metal.  
 Rods, metal, for lifting skylights.  
 Rods, metal, handhold.  
 Safes, meat.  
 Sconces, brass, in offices.  
 Screw bottles to barbettes.  
 Scuttles, coaling, covers and grating  
 Scuttles, side  
 Scuttles, light and vent  
 Screens, bow lights.  
 Seats, hanging.  
 Seats, wood.  
 Settees, bentwood.  
 Settees, bunks.  
 Settees, sparred (reading room).  
 Skylights, circular, brass.  
 Stanchions and screen to stern light.  
 Stanchions, iron, guard.  
 Staff, ensigns.  
 Staff, ensigns, stays.  
 Staff, jack.  
 Staff, jack, stays.  
 Stand for arms.  
 Table tops with cupboard and drawers under.  
 Tables, clock.  
 Tables, chart, with metal fittings.  
 Tables, chart, with drawers.  
 Tables, swinging.  
 Tables, hanging, mahogany, oak or teak.  
 Tables, plotting, wood.  
 Tables, W/T office.

} Spares are Sea Stores.

APPENDIX B—*continued.*

Tanks, water.  
 Taps in tanks.  
 Taps, metal, to wash basins and baths.  
 Taps, metal, on pipes.  
 Telescopes, compass, for conning tower.  
 Trough, venereal.  
 Trough, iron.  
 Trough, bakery.  
 Ventilators, copper or metal, goose neck.  
 Wardrobe, mahogany (fitted in place).  
 Washstands.  
 Winches, metal, for hoisting ports.  
 Yards.

## APPENDIX C

*Items to be transferred from List of Fittings to Sea Store Account when standardised or already dealt with as Sea Stores*

Boards, notice, mahogany.  
 Bookcase, steel (sectional).  
 Boxes, mahogany, letter.  
 Book shelves or racks, mahogany.  
 Boxes, boats, signal.  
 Chair for silent cabinet.  
 Chair, barber's.  
 Chests of drawers.  
 Cups, drinking, with chain.  
 Covers, table, kersey, green.  
 Desks, writing, small.  
 Desks, printing.  
 Racks for bottles and glasses in cabin.  
 Racks for forms, etc.  
 Racks for letters.  
 Racks, combined, card and notice board.  
 Rail, towel.  
 Reels for cordage.  
 Screws, bottle, securing lockers, stoves, etc.  
 Tables, sick bay cots.

(A.F.Os. 2533/35 and 231/36.)

### 3026.—List of Fixtures in Charge of the Boatswain, D.6d— Revision of Boatswain's List of Portable Fittings

(N.S. 9547/35.—12.12.1935.)

The List of Portable Fittings and Spare Gear for the Boatswain, formerly known as List of Fixtures in charge of the Boatswain, D.6d, has now been revised, and future lists should be prepared on the following lines:—

- (a) Lists should contain all portable articles, and articles easily rendered portable as shown in Appendix 1, together with any canvas or other equipment of a similar portable nature, which is not shown in this Appendix. Items at present included in the Boatswain's Fixture List, but not to be shown in future, are detailed in Appendix 2.
- (b) Loose-leaf forms should be used, details of which will be promulgated separately. Pending introduction of new forms, existing forms should be utilised, and the lists prepared in accordance with the instructions in this Order.

- (c) The present arrangement of showing in the lists the total components of the articles provided under the Rigging Warrant should be discontinued. In future, complete items (*e.g.*, tackles, topping lifts, boats' falls, etc., the components of which will continue to be shown in the Rigging Warrant) are to be included in the List of Fittings. The items provided in the Rigging Warrant, which are to be shown in the List of Fittings, are shown in Appendix 1, and will be indicated by the letter (A) in the next reprint of the Rigging Warrant Form, D.6f. (*See also* paragraph (b).)

In general, standing rigging, which may be considered as part of the ship's structure, and certain articles of small value, need not be included in the list.

- (d) The canvas gear and equipment provided under the Rigging Warrant for power, pulling and sailing boats, should not be shown in the ships' lists of fittings. Such items should be added to the Boats' Lists of Fittings (D.6c) for each power boat, and to the Equipment List (*see* Appendix IV of B.R. 4) for each pulling and sailing boat.
- (e) Separate Rigging Warrants are to be prepared in future for each power, and pulling and sailing boat, and copies of these warrants are to be attached to and retained with the various copies of the Boats' List of Fittings (D.6c) or Equipment Lists. (The specification for new boats will be amended to provide for the requisite number of copies of the Rigging Warrant being prepared by contractors.)
- (f) Boats' slings will continue to be shown in the ship's lists of portable fittings, as it is necessary to ensure that slings provided are suitable for the ship in which the boats are carried; they cannot, therefore, be considered as part of the boats' outfit.
- (g) The tackles, etc., provided for torpedo purposes should be shown in the List of Fittings for the Torpedo Warrant Officer in future as this officer is responsible for their custody and maintenance.
- (h) The Abstract Statement (pages 247-287 of the Rigging Warrant, D.6f) will not be reprinted. For new ships an abstract of totals of components will be prepared for one ship of each class as may be directed which will be considered as representative of all ships of the same class. Sufficient copies will be provided for use of all ships of this class in connection with the provision of spares, etc. One copy is to be placed with each copy of the Rigging Warrant.
- (i) The principles set out in this Order apply to all ships, and lists in accordance with these instructions should be provided for all new ships and all other ships where provision of new lists is approved.

#### *Appendix 1*

##### *Articles to be shown in Revised List of Fittings*

All spare gear (if any).  
 Sails (ships).  
 Awnings (ships).  
 Coal shoots.  
 Cloths, weather.  
 Canopies.  
 Covers, canvas.  
 Hoods, canvas.  
 Screens, canvas.  
 Coir matting (for gun positions), water tanks, washstrakes.  
 Windsails.  
 Shoots for Clarkson's cases.

*Items provided in the Rigging Warrant to be shown in List of Portable Fittings*

Leading blocks for mainmast.

*Anchor gear:—*

Buoy ropes.  
Catting pendants.  
Chains, securing.  
Chains, suspending anchor.  
Compressor, runner.  
Creeper for anchor buoys.  
Creeper for picking up targets.  
Hook ropes.  
Mooring ropes.  
Shank purchases.  
Pendant for laying out bower anchor.  
Pendant for securing anchor at cathead.  
Straps, foul anchor.

*Ammunition and torpedo davits:—*

Guys.

*Awning gear:—*

Ridge ropes.  
Purchase, spreading middle line.  
Earrings.

*Boats' davits:—*

Guys and spans.  
Boats' falls.  
Leading blocks (and for general purposes).

*Boats' gear:—*

Boat ropes for gangways.  
Jackstay for lifeboats.  
Ladders, access to boats.  
    ,, over ships' sides.  
    ,, stern.  
Nets, access to sea boats.  
Cinder whips.

*Collision mat:—*

Bottom line.  
Lowering line.

*Derricks:—*

Guys.  
Topping lifts.  
Standing lift.  
Purchase.

*Coaling gear:—*

Outhaulers.  
Downhauler.  
Whips.

*Dressing Lines:—*

Downhaulers.  
Jackstays.  
Straps on mast.  
Whips.

*Windsail:—*

Halyards.



*Hammocks, girdlines and clothes lines.*

*Ladders, escape.*

*Provision davits:—*

Falls.

Guys.

*Side screens:—*

Tackles.

Topping lift and martingale.

*Slings of all descriptions for all purposes.*

*Side accommodation ladder and platform:—*

Slings.

Pendants.

Bridles.

Purchase.

Davit guys.

*Straps for bollards.*

*Tackles of all sizes and descriptions.*

*Towing gear:—*

Pendants.

*Sounding boom:—*

Topping lift.

Guys.

Outhaul and inhaul.

Jackstay.

Martingale.

*Paravane gear:—*

All articles provided as "fixtures."

*Aeroplane derrick:—*

Stays.

Guys.

Whip.

Topping lift.

*Stern boom:—*

Ladder.

Pendant.

Guys.

Fenders.

Slings.

*Upper deck sleeping billet:—*

Jackstays.

*Boats' slings:—*

Bridle.

Steadying lines.

Span slings.

*Tackles, etc., for gunnery purposes:—*

Slings.

Tackles.

Whips.

*Tackles, etc., for torpedo purposes:—*

Tackles.

Strops.

Span slings.

Pendants.

Nose lines.

Tail lines.

Illuminating jackstay.

To be shown in List of Fittings for  
Torpedo Warrant Officer.

*Appendix 2*

Articles deleted from the present ship Lists of Fittings.

(*Note.*—Items included in Equipment List for pulling and sailing boats should be dealt with as Sea Stores.)

*How to be dealt with.*

All components of articles in Rigging Warrant.	See revised instructions.
Boats' awnings.	Include in Boats' List of Fittings for power boats, or Equipment List for pulling and sailing boats.
Baths, canvas.	Sea stores.
Cloths, deck.	" "
Canopies, boats.	Include in Boats' List of Fittings for power boats, or Equipment List for pulling and sailing boats.
Covers for boats' awnings.	Ditto.
"     "     boats.	"
"     "     boats, boiler and engine.	"
"     "     director tower.	Delete.
"     "     hammock netting.	"
"     "     "     box.	"
"     "     hose racks.	"
"     "     sounding machine.	Sea stores.
"     "     Navyphones.	Delete.
"     "     rangefinder box.	"
"     "     rigging screws with latchet.	"
"     "     boats' sails.	Include in Boats' List of Fittings for power boats, or Equipment List for pulling and sailing boats.
"     steaming.	Delete.
"     torpedo.	"
"     turret or barbette for gratings.	"
Hoods, aprons for 6-in. gun shields.	"
Screens for blacksmith forge.	"
"     "     conning tower.	"
"     "     forecastle.	"
"     "     control platform.	"
"     "     hatchway.	"
"     "     locker for flags.	"
"     "     transmitting room.	"
Tarpaulins.	Sea stores.
Washstrakes, steamboats.	Delete.

**3071.—Cylinders, Guncotton Dry Charges, 2½ lb.—Defective**

(A.S. 4713/35.—19.12.1935.)

Instances have occurred of guncotton dry charges failing to function owing to water gaining access to the charge through the joint of the cylinder due to the opening of the joint when the mouthpiece is tightened up.

2. Only Mark VI cylinders are liable to this defect.

3. Arrangements are being made for all Mark VI cylinders to be examined and, if necessary, repaired at R.N. Armament Depôts, and cylinders so dealt with will be marked REPD.

4. Pending receipt of repaired cylinders, only Mark V cylinders are to be used on service.

5. If no Mark V cylinders are available on board, either empty or containing guncotton, H.M. ships are to demand from R.N. Armament Depôts up to the number of *empty* cylinders allowed. Every effort will be made to meet such demands as early as possible, but stocks of Mark V cylinders are limited and repair of Mark VI will take some time.

6. Guncotton charges in Mark VI cylinders will be repacked into Mark V or repaired Mark VI cylinders as convenient opportunities arise.

7. Ships should take care to test their primer tins before use, as described on page 26 of B.R. 153 (2), Demolitions Drill Book, Addendum No. 2.

**3076.—Destroyers—Use of Refrigerating Plant in Harbour to be Restricted**

(M.F./V. 1034/35.—19.12.1935.)

It has come to notice that it is not unusual for destroyers to make continuous and full capacity use of their cold storage as is done in larger ships.

2. The light automatic refrigerating plant in destroyers was fitted with the object of improving the sea keeping qualities of the vessels, and arrangements are to be made to ensure that its use in harbour is restricted to a minimum. This should in turn reduce the period during which the use of the Diesel electric generating plant is required.

**3080.—16-ft. Fast Motor Dinghies—Interchangeability**

(D. 9092/35.—19.12.1935.)

Fast motor dinghies of designs by different firms have been supplied to certain H.M. leaders, destroyers and vessels, and will also gradually be supplied to a number of other H.M. ships.

2. It is desired that the stowage and lifting arrangements for these boats should, as far as possible, be standardised, so that boats of different types can readily be interchanged.

3. For this purpose, the boats' chocks are to be arranged as shown on A.F.O. Diagram 136/35 in vessels which at present carry these dinghies, and in future when such dinghies are issued to new or existing ships.

4. The spreader and bridle (other than the slings permanently attached to the boat) are to be suitable for the arrangements provided in the boat.

5. When any of these dinghies are transferred to other ships, the spreader and bridle and the crutches are to be transferred with the boat.

6. When a transportable trolley is used for stowing the dinghy in a vessel, the trolley is to be modified to accommodate the standard type of crutches.

## 3085.—Hollow Wood Spars—REPORT

*Cruisers*

(D. 12578/35.—19.12.1935.)

Hollow wood spars are fitted in certain H.M. cruisers as enumerated below. Two types of spar are used, viz.:—

- (a) Laminated type, the layers being circumferential.
- (b) Built-up type, consisting of four pieces jointed longitudinally.

*H.M.S. "York."* Fore and main topmasts—Type (a).

(Note.—Fore topmast to be replaced by solid spar at Bermuda.)

*H.M.S. "Exeter."* Fore and main topmasts—Type (a).

*H.M.S. "Norfolk."* Main topmast—Type (a).

*H.M.S. "Dorsetshire."* Fore and main topmasts—Type (a).

*H.M.S. "Leander."*

*H.M.S. "Orion."*

*H.M.S. "Neptune."*

} Fore and main topmasts—Type (a).

*H.M.S. "Achilles."* Fore and main topmasts—Type (b).

*H.M.S. "Ajax."* Fore and main topmasts and fore lower yard—Type (a).

Main lower yard and fore and main W/T yards—Type (b).

*H.M.S. "Arethusa."* Fore and main topmasts—Type (a).

*H.M.S. "Galatea."* Fore and main topmasts—Type (b).

*H.M.S. "Amphion."* Main topmast—Type (a).

*H.M.S. "Apollo"* and *H.M.A.S. "Sydney."* Main topmast—Type (a).

Fore and main W/T yards and main lower yard—Type (b).

2. Defects having been reported in certain hollow spars, the Dockyard Officers concerned are to survey the spars referred to above at the first convenient opportunity, and at subsequent intervals not exceeding 12 months, and furnish a report as to their condition.

3. When hollow spars have to be recessed or cut in any way, the exposed surfaces are to be faced with teak strips carefully fitted and bedded to protect the exposed surfaces of the spar from the effects of weather.

4. Any hollow spars, whether topmasts, yards, or booms, which, as the result of survey, are condemned as unfit for further service, are to be replaced by solid spars.

## 1936

36.—*Issued Confidentially.*41.—**Contactors for Searchlight Control System, Mark V**

(T. 3989/35.—2.1.1936.)

The contactors supplied with the searchlight control system in recent cruisers, for operating the motor alternators, have been found to be unsatisfactory in service.

2. The failures have been found to be due to insufficient insulation between the ends of the operating coil winding and to the gauge of wire being too small.

3. In future these coils are being wound with 7,000 turns of No. 38 D.S.C. wire, with a 1,500-ohm resistance in series [2 Z1 Zenith (30-watt) resistances connected in parallel].

4. In existing installations, a kicking resistance of 5,000 ohms [A Z1 Zenith (30-watt) resistance] should be connected in parallel. If it becomes necessary to rewind the coils, this should be done as indicated in paragraph 3.

48. }  
51. } *Issued Confidentially.*  
118. }

122.—**Torpedo Tubes—21-in., Fixed Above-Water—Longitudinal Doors***H.M. Ships and Dockyards concerned*

(T. 0855/35.—9.1.1936.)

Should fractures be discovered in the hinges of the longitudinal doors of fixed above-water torpedo tubes upon examination, additional stops are to be fitted to the tubes as shown on Portsmouth drawing M.E.D.T.1159A, copies of which, if required, should be obtained from Portsmouth Dockyard.

2. An item for this work, where necessary, should be inserted in the list of alterations and additions to the vessel concerned.

123.—**Torpedo Tubes—21-in., T.R. IV, Q.R. VII, Q.R. VIII and P.R. I—Modification to Top Strips***H.M. Ships "Arethusa," "Galatea," "Ajax," "Apollo," "Amphion," "Sydney," "Grenville," "Greyhound" Class Destroyers and Dockyards concerned*

(T. 3582/35.—9.1.1936.)

The top strips of the torpedo tubes are to be modified as shown in A.F.O. Diagram No. 148/35, to prevent burring when loading.

2. The modification is to be carried out in commissioned ships on the next occasion of refit, and an item for this work is to be included in the next lists of alterations and additions for the vessels concerned.

3. In H.M.S. "Grenville" and "Greyhound" class, where the torpedo tubes have not yet been despatched to the shipbuilders, the modification is to be carried out by the manufacturing yard before despatch, provided this will not involve late delivery at the shipyards.

4. The spare torpedo tubes for H.M.S. "Grenville" and "Greyhound" class are to be modified by the manufacturing yard.

**126.—Electrolytic Condensers for H.A.C.S.I. Relays—REPORT***Ships fitted*

(T. 4244/35.—9.1.1936.)

With reference to A.F.O. 1499/35, sample condensers are to be forwarded to Captain, H.M.S. "Vernon," as directed in that Order, to arrive in August, 1936, and each succeeding year until further orders.

(A.F.O. 1499/35.)

**128.—W/T—Sensefinders S.42, Pattern 1266AK—Purchase and Allocation***Ships and Authorities concerned*

(N.S. 12173/35.—9.1.1936.)

It has been decided to fit sensefinders S.42, Pattern 1266AK, in the following ships. Purchase has been arranged and supply will be made as soon as possible after receipt from contractors :—

"Adventure."	"Despatch."	"Medway."
"Berwick."	"Devonshire."	"Nelson."
"Cairo."	"Diomedé."	"Norfolk."
"Calcutta."	"Dorsetshire."	"Renown."
"Cardiff."	"Dragon."	"Resolution."
"Cornwall."	"Dunedin."	"Resource."
"Coventry."	"Durban."	"Rodney."
"Curacoa."	"Enterprise."	"Shropshire."
"Danae."	"Glorious."	"Sussex."
"Dauntless."	"Kent."	"Valiant."
"Delhi."	"London."	"York."

2. Each of the ships concerned will be supplied, without demand, with the following stores :—

Pattern No.	Description.	Quantity.
1266AK	Sensefinder S.42 ... ..	1
7404A	Valve, wireless, N.R.15A ... ..	1 socket*

*Note.*—\* Sufficient valves will be supplied on the usual sliding scale allowance for one socket.

3. The sensefinder is to be fitted and wired in conjunction with corrector S.61, semi-circular error, Pattern 1267, in accordance with A.F.O. Diagram 142/35.

4. After fitting, it will be necessary to check that the existing calibration curves are still applicable. In addition, arrangements must be made to confirm that "sense" is obtainable with the existing shape and size of sense aerial, and that the position of the "sense" pointer is adjusted correctly. This work should, if possible, be carried out by a qualified signal officer.

5. In consequence of the introduction of sensefinder S.42, Pattern 1266AK, the spherical former in tuner A.41, Pattern 8404, must be re-wound in order to maintain the same tuning of the main tuning condenser in both the "direct" and "coupled" positions.

6. The former, which normally is wound with 50 turns of No. 22 S.W.G. wire, is to be re-wound by ships' staffs with 70 turns of No. 26 S.W.G. D.S.C. copper wire (35 turns in each half). When this modification has been carried out, the pattern number of the tuner is to be amended to read Pattern 8404A, and the tuner is to be taken on store charge as such.

7. Sensefinders S.41, Pattern 6896/K (eliminator reciprocal bearing), at present supplied, are to be returned to store when sensefinders S.42 are fitted. The sensefinders S.41 so returned are to be disposed of in the most economical manner.

### 130.—Pattern 3860A, 10-in. Signalling Projectors in lieu of Pattern 5300, 10-in. Signalling Projectors—Fitting

(S.D. 1264/35.—9.1.1936.)

(*This reprint embodies A.F.O. 646/36.*)

It has been approved in principle to fit the new 10-in. signalling projectors, Pattern 3860A, in flagships, battleships, battle cruisers, aircraft carriers, and cruisers, normally in full commission.

2. These projectors will probably be purchased during 1936 for fitting in lieu of Pattern 5300.

3. The establishment of stores will be amended in due course.

4. Commanding Officers of H.M. ships concerned are to insert items in the list of Alterations and Additions (Classification "B") as follows:—

- (a) To remove the existing signalling projectors, Pattern 5300, and fit Pattern 3860A in lieu.
- (b) To remove the existing resistances and fit resistance, Pattern 8994, in the case of 100/110-volt ships, and resistances, Patterns 8994 and 8995 in the case of 220-volt ships in lieu.

*Note.*—In each ship provided with four sets of resistances, arrangements are to be made that one set of resistances on each side will receive its electrical supply from the opposite side of the ship.

### 160.—*Issued Confidentially.*

### 167.—A.W. Torpedo Tubes—21-in., Q.R. VII, Q.R. VIII, 21-in., T.R. IV, and 21-in., P.R. I—Modification to Detachable Sections of Side Strips in Lip End

"*Ajax*," "*Amphion*," "*Apollo*," "*Grenville*," and "*Greyhound*" Class.  
 "*Arethusa*," "*Galatea*," and Dockyards concerned.

(T. 3955/35.—16.1.1936.)

It has been found that the detachable sections of the side strips in the lip ends are liable to become loose due to stretching of the threads of the securing screws.

2. Should this defect become apparent, it is to be rectified in the manner shown in A.F.O. diagram 154/35.

3. An item for this work, where necessary, is to be inserted in the next defect list of the vessel concerned.

### 171.—Circuits fitted with Electrolytic Condensers and Metal Rectifiers

(T. 4544/35.—16.1.1936.)

Metal rectifiers and electrolytic condensers are being used for spark absorption circuits in certain service applications.

2. Care must be taken that voltages from a megger or metrohm are not applied across the terminals of the condenser or rectifier.

3. Where both sides of the condenser are joined by a winding as in electrolytic condensers used for spark absorption in "M" type motor circuits, the complete circuit may be tested for insulation to earth provided the "M" motors remain in circuit.

4. When these condensers or rectifiers are in use attention is directed to the fact that the polarities of the circuit must be correct as shown on the drawings since the condensers and metal rectifiers will operate correctly in one direction only.

5. Electrolytic condensers for spark absorption in "M" motor circuits have their negatives connected together in star with the positive condenser terminals connected to the "M" motor lines.

### 209.—Director Firing Gear—Type "H" Gyro Sights— Fitting Registering Plate in Firing Mechanism

*"Kempenfelt," "Crusader," and "Defender" Class destroyers, except "Duchess"; Portsmouth, Chatham, Devonport, and Hong Kong Dockyards. "Duncan" not affected*

(G. 3167/35.—23.1.1936.)

A report has been received recently wherein it was stated that the loosening of screws "X" and "Y," indicated on A.F.O. Diagram 129/35 (1), had disturbed the rigidity of the contact plate assembly.

2. The defect can be overcome by fitting the special stop plate indicated in red on A.F.O. Diagram 129/35 (2), which is fitted in "Duncan," "Duchess," and all leaders and destroyers subsequent to "D" class.

3. The manufacture and fitting of the stop gear is to be undertaken by the refitting dockyards concerned, as convenient. The schedule of material and instructions for fitting the gear are as follows:—

#### *Additional Material.*

- 1—Stop bracket to Drawing No. D.F.C. 24593, Item 1. The two holes for 6 B.A. countersunk screws should be drilled on the ship to suit the existing holes in the guide for sliding bracket. The depth of the stop bracket, shown as .425-in. on Drawing No. D.F.C. 24593, Item 2, should be a little full, say .45-in., to allow for finishing to the depth required to suit the job.
- 2—New 6 B.A. countersunk screws for securing the stop bracket.
- 1—New stop plate to Drawing No. D.F.C. 24593, Item 5. The hole for the single locking dowel should be under size when delivered, say .07-in. diameter.
- 3—Dowels to Drawing No. D.F.C. 24593, Item 3.
- 2—Dowels to Drawing No. D.F.C. 24593, Item 4.
- 1—4 B.A. screw securing stop plate to stop bracket.

The position of the differential adjusting screw should not be disturbed before the locking plate is assembled.

#### *Method of Assembly.*

- (1) Drill the stop bracket for 2-6 B.A. countersunk screws—positions of holes to suit existing holes in the guide for sliding bracket.
- (2) Attach the stop bracket by means of the 2 new 6 B.A. screws.
- (3) Using the stop bracket as a drill jig, drill 2 holes in guide for sliding bracket—for .1-in. diameter dowels.
- (4) Adjust the depth of the stop bracket, which is .45-in. as supplied, to suit the job.
- (5) Assemble stop bracket and stop plate with all dowels except the locking dowel.
- (6) Open out the .07-in. diameter hole for dowel in the stop plate, in position—to suit the .1-in. diameter dowel. At the same time, drill through into the sliding bracket of the firing gear.
- (7) Drive in the dowel pin.



The slider carrying the firing gear will then be locked in the correct position, and it will not be necessary to use the differential adjusting screw until re-adjustment is required, which may occur, if and when, time interval gear is fitted.

If time interval gear is fitted, the dowel plate should be reversed after the time interval gear has been connected up in zero position.

4. The vessels concerned are to insert an item in their lists of alterations and additions to cover the "Fitting of a stop in the gyro director sight to locate the contact plate of the firing mechanism." This item is to be classified "B."

5. In the meantime, attention should be given to the firing mechanism by the ships' staffs to ensure that the contact plate assembly does not become loose due to the slacking off of the screws "X" and "Y," indicated on A.F.O. Diagram 129/35 (1).

## 218.—Torpedoes, 21-in., Marks VIII-IX\*—Introduction of Spring Seats for Gyroscopes

(A.S. 3486/35.—23.1.1936.)

A modified type of seating for gyroscopes has been introduced in new manufacture torpedoes, 21-in., Marks VIII-IX\*, and the first torpedoes to be so fitted during manufacture are:—

21-in. R.N.T.F. VIII*	...	...	No. 479.
21-in. R.N.T.F. IX*	...	...	No. 347, 407, then 409 onwards.
21-in. W.T.Wks. VIII	...	...	No. 121.
21-in. W.T.Wks. IX*	...	...	No. 1.

2. The fitment of the new type of seating, which is of the leaf-spring type, effects a slight improvement in direction keeping, but this will be more apparent at torpedo ranges than at sea.

3. It is not intended to substitute the new for the old pattern seating generally in the earlier torpedoes of the marks concerned, but some may be fitted during re-ranging if found necessary.

## 220.—Issued Confidentially.

## 222.—Torpedo Davits, Winches and Lifting Gear—Periodic Tests of

*Destroyers and Leaders, "Codrington," "Keith," "Kempenfelt," "Duncan," "Exmouth," "Acasta," "Beagle," "Crusader," "Defender," and "Eclipse" Classes*

(T. 3671/35.—23.1.1936.)

For purposes of test on torpedo davits, winches and lifting gear on "A," "B," and "C" Class destroyers and leaders, the working load is to be taken as 32 cwts.

2. For "D" and "E" Class destroyers and "Duncan," the maximum working load when system is rigged to hoist torpedo by winch is to be taken as 32 cwts. For hoisting torpedo by means of the deck tackle the maximum working load is to be taken as 2 tons.

3. For "Exmouth," for hoisting by means of winch or by means of deck tackle, the working load is to be taken as 2 tons.

4. The test plates on davits should be modified in accordance with the above. For "D" and "E" Class the davit test plate should read:—

Maximum working load on davit	...	...	2 tons.
Maximum working load on davit when using			
torpedo winch	...	...	32 cwts. In "Exmouth"
			2 tons.

## 224.—*Issued Confidentially.*

### 231.—Revised Forms for Lists of Portable Fittings, Spare Gear, etc.

(N.S. 15657/35.—23.1.1936.)

The revised forms to be used in the preparation of lists of portable fittings, spare gear, etc., referred to in paragraph 3 of A.F.O. 2533/35, have now been printed (except as stated in paragraph 3 below), and yards should demand their requirements direct from N.S.O., Deptford.

2. The forms are numbered D.787–D.798, and each completed list of fittings, corresponding to the present fixture lists D.6B, etc., should consist of the following:—

D.787—Outside covers	...	...	...	...	1
Memorandum of Instructions (as applicable)	...				1
D.788—Memorandum for Shipwright.					
D.789—	"	"	Boatswain.		
D.790—	"	"	Gunner.		
D.791—	"	"	Torpedo Warrant Officer.		
D.792—Index forms	...	...	...	...	As necessary
D.793—Lists of drawings	...	...	...	...	"
D.794—Lists of portable fittings, etc.	...	...	...	...	"
D.795—Certificate (A) of first supply	...	...	...	...	1
D.796—	"	(B)	of transfer between officers	...	6
D.797—	"	(C)	for use when paying off	...	1
D.798—	"	(D)	for final disposal	...	1

Tracing sheets have been provided for Forms D.792–3–4 to enable the necessary copies to be prepared, as is done for the Engineers' List of Spare Gear, D.320.

3. Forms D.790 and D.791 will not be available until revision of the Lists of Fittings for the Gunner and Torpedo Warrant Officer has been completed. In the meantime, however, the loose-leaf forms should be used in the preparation of new lists for these officers and the items shown in the lists should be as at present included in lists D.6G and D.6B.

(A.F.Os. 2533/35, 3025/35, and 3026/35.)

### 273.—Endless Chain Ammunition Hoists with Revolving Scuttles —Precautions when Operating

(G./N.L. 3790/35.—30.1.1936.)

Two accidents have recently occurred, involving serious injury to the hands of ratings, operating in one instance a 6-in. fixed shell hoist, and in the other a 4-in. hoist, both of which were of the above type.

2. In order to reduce the possibility of a recurrence of this accident, a notice, worded as follows, should be placed in a prominent position at the bottom of every endless chain hoist with a revolving scuttle.

3.

## NOTICE.

When operating the hoist keep your left hand behind your back.

As soon as you have put the lever operating the hoist down, put your right hand to your side.

If the round moves in the hoist after you have loaded, leave it alone.

**274.—Issued Confidentially.****279.—Star Shell Deflection Calculators—Modification to Illumination Arrangements**

*Battleships, Battle Cruisers, Aircraft Carriers and Cruisers of "E" and later Classes. Ships concerned and Home Yards*

(T. 3922/35.—30.1.1936.)

Approval has been given for the illuminating arrangements of star shell deflection calculators installed in battleships, battle cruisers, aircraft carriers and cruisers of "E" and later classes to be modified as follows:—

(a) Revised form of lamp housing to be fitted in new position and old lamp fitting to be removed.

(b) Paintwork on dials and screen plate to be modified. The instruments in "Warspite" and "Emerald" have already been modified.

2. This item, which is classified "C," is to be included in the approved lists of alterations and additions for the ships concerned.

3. The star shell deflection calculators concerned are to be returned by dockyards to Messrs. Cooke, Troughton and Simms, Ltd., Buckingham Works, York, and orders placed locally under a standing contract which is being arranged to cover the work of modification and any necessary repairs.

**280.—Side Ready Switches—Fitting of New Type**

*"Acasta" and "Beagle" Class Destroyers and Leaders. H.M. Dockyards*

(T. 3437/35.—30.1.1936.)

The method of fitting the new type side ready switches, referred to in A.F.O. 847/35, to the torpedo tubes of "Acasta" and "Beagle" class destroyers and leaders, is to be in accordance with A.F.O. Diagrams 152/35 (1) and (2). The switch is to be wired with cable, Pattern 2527s.

**283.—Issued Confidentially.****317.—Torpedoes and Stores—Adapters, Blowing Through Bottles, Small, St. No. T.199—Modification.—Introduction of Adapters, St. No. T.199a.**

(A.S. 4306/35.—6.2.1936.)

It has been found that the knurled head of adapters, St. No. T.199, fouls the casing before seating in the reducer oil bottle in 21-in., Marks VIII–VIII\* and IX torpedoes.

2. In order to render existing stocks suitable for 21-in., Marks VIII–VIII\* and IX–IX\* torpedoes, it has been approved for the knurled diameter to be reduced to 1.0 in. and re-knurled, as shown on A.F.O. Diagram 14/36.

3. When blowing through lubricating oil bottles of 21-in., Marks IX-IX\* torpedoes, difficulty has been experienced in entering the adapter owing to the .65 in. diameter being too close a fit in the aperture of the bottle.

4. It has also been approved to reduce the .65 in. diameter plain part to .63 in. diameter, as also shown on A.F.O. Diagram 14/36. This modification, together with that referred to in paragraph 2, is to be carried out by ships' staffs at the first available opportunity.

5. Future manufacture adapters will be .6 in. longer than the existing stocks, and the .65 in. plain part will be made .63 in.

6. These will be accounted for as follows:—

#### *Section II.*

Adapters, blowing through bottles, small, 21-in., Marks VIII-IX\*, St. No. T.199a.

7. Adapters, St. No. T.199, modified as indicated above, will be issued in lieu, however, until stocks are exhausted.

8. Torpedo Store Accounts are to be amended as necessary.

### **319.—Heads, Blowing, 24½-in., Mark I—Modification to Catch for Tube-held Locking Device**

(A.S. 6021/35.—6.2.1936.)

It has been found that the catches holding the small water tripper of 24½-in. blowing heads have insufficient "stand up" above the contour of the head; in certain cases this has allowed the small water tripper to come aft while in the tube.

2. To prevent this a hemispherical-headed screw will be fitted and sweated to the catch as shown on A.F.O. Diagram 16/36.

3. Before the screw is fitted, all catches in the locked position should protrude at least .42-in. above the shell of the head, and any which do not protrude by this amount will be replaced by new catches. Blowing heads, 24½-in., Mark I, in which this condition obtains are therefore to be returned to the nearest torpedo depôt at the first convenient opportunity for this modification to be carried out.

321. } *Issued Confidentially.*  
322. }

### **324.—Synchronous Motor Transmitter Units and Relay Boxes—Material for Relay Contacts**

(T. 3770/35.—6.2.1936.)

As the result of trials, it has been confirmed that silver is a more suitable material than tungsten for relay contacts mentioned in paragraph 3 below.

2. Where contacts have become unserviceable through wear, ships concerned are to modify the relays in the following manner. (See A.F.O. Diagram 12/36.)

To remove the tungsten tip from the contact screw, the tip is heated to run the solder, then unscrewed.

To remove the tungsten contacts from the armature, the rivets are filed off, then punched out.

(C 27002)

The new silver tip, made to dimensions shown, is screwed and soldered into the contact screw, and the silver contacts for the armature are riveted and sweated on the correct side.

3. The relays concerned are Pattern 4050, reversing relay, and Pattern 4051 series-parallel relay, used in synchronous motor transmitter units, Marks V, V\*, VI, VI\*, VII, VII\*, also in relay box, Pattern 4018, and the relays used in synchronous units, Marks VIII and IX.

4. Silver rod of 99.6 per cent., or higher, purity is required for making the new contacts, and this is to be demanded from the (Superintending) Naval Store Officer of the ship's storing yard.

5. Suitable silver is to be obtained as required by the yards from Messrs. Johnson, Matthey & Co., Ltd., Hatton Garden, London, by direct local purchase under Subhead F, Item 2B.

### **325.—Paxolin Insulation and Nickel Contacts—Description, Care and Upkeep in Breech Safety Change-over Contacts, Breech Safety Contacts, Interceptors, Locks, Electro-Mechanical Firing Gear**

(T./T.S.D. 806/35/G.—6.2.1936.)

The following is re-issued for information:—

“ All insulation used in the above gear of recent design is Paxolin.

2. This material consists of paper in layers, the paper being impregnated with a synthetic resin known under various names, such as ‘Bakelite,’ ‘Formite,’ etc.

3. The paper laminæ in the washers run parallel to the flat surface and in the tubes they are concentric.

4. All surfaces of this material are protected with varnish, which is baked on after machining, and care should be taken not to remove the surface of the insulation, as this will tend to make the material slightly porous (but not to any dangerous extent).

5. All Paxolin insulation is assembled with grease (Price’s ‘Vasogene A’), in order to exclude moisture; should the bushings be stripped down at any time, care must be taken to use this grease in excess when assembling, in such a manner that all interstices between contact parts and insulation and between insulation and metal are completely filled.

6. Stripping should only be carried out when the insulation resistance of the fitting has fallen sufficiently low as to indicate that moisture has penetrated into the bushing.

7. Before re-assembly, the components of the bushings should, if they have been exposed to salt water or spray, be washed in fresh water after removing the remains of the grease filling.

8. After assembly as in paragraph 5, the fitting should, if this can be carried out conveniently, be heated to a temperature of about 130° F. before tightening up the nuts.

9. This precaution applies more especially to gear which is used in exposed positions.

10. All contacts in the above gear are made of 98 per cent. nickel, and care should be taken to ensure that no emery or other abrasive is used either on the nickel or close to the contacts, as the nickel, being a somewhat tough and ductile metal, will take up the emery to some extent, thereby reducing the area of effective contact.

11. The nickel contact surfaces and the exposed surfaces of the Paxolin should be kept smeared with Price's 'Vasogene A,' or failing this, with mineral grease, in order to prevent water causing temporary leaks across the insulation. Grease of this nature will have no effect on the electrical continuity of the firing circuit."

### 330.—Locking Arrangements to Valves, etc.

#### *Submarines*

(D.N.C./M.F. 15565/35.—6.2.1936.)

The following valves, etc., in submarines are to be locked in the manner stated:—

<i>Valves, etc.</i>	<i>How Secured.</i>
Main and auxiliary tank vents ...	Cottered.
Magazine flood valve ... ..	Padlocked "shut."
Main line suction to battery tanks or compartments.	Padlocked "shut."
Cross connection between oily bilge pump and main line.	Padlocked "shut."
All vents and flood valves in connection with escape chambers.	Lashed "shut" with thin copper wire.
First filling and equalising pipe valves in external fuel tank.	Lashed "open" with thin copper wire.
Drop keel release gear ... ..	Strapped and padlocked, except when diving.
Indicator buoy release gear ... ..	Lashed "shut" with thin copper wire.
Bulkhead valves in the lubricating oil supply, from the motor room lubricating system to the engine clutches, where so fitted.	Lashed "open" with thin copper wire.

2. Items as necessary should be included in the Alteration and Addition lists for submarines of "Oberon" and later classes. The work is to be undertaken by depôt ships' staffs wherever practicable.

3. Locking arrangements for valves other than those mentioned are not essential, but if in a particular vessel, some further precautionary measure is considered necessary in the case of other valves or part of gear, this is to be arranged by lashing or pinning, not by padlock.

405. }  
 406. } *Issued Confidentially.*  
 411. }

### 420.—Signal Flag Lockers fitted in H.M. Ships—Re-Marking

(S.D. 1283/35.—13.2.1936.)

On the introduction of the new signal books it will be necessary to re-mark all the flag lockers fitted in H.M. ships.

2. The marking of the pigeon holes in signal lockers "A," "B," and "C" is to be altered in accordance with A.F.O. Diagram 8/36 (1); for type "D," as shown in A.F.O. Diagram 8/36 (2), and for submarines as shown in A.F.O. Diagram 8/36 (3). All lettering is to be in accordance with A.F.O. Diagram 8/36 (4).

3. All new lockers issued after 31st April, 1936, are to be marked as shown in these sketches.

4. Ships with old types of lockers are to conform as nearly as possible to the A.F.O. Diagram most applicable.

**421.—Issued Confidentially.****422.—Fast Type Boats Manufactured by British Power Boat Co.—  
Hull and Electrical Fittings—Replacements—REPORT**

*Commanding Officers of H.M. Ships and Yard Officers*

(M.F. 15146/35.—13.2.1936.)

Most of the hull and electric light fittings in fast motor boats built for the Admiralty by the British Power Boat Co. are interchangeable between boats of the same size and, in a number of cases, between boats of different sizes. Parts of the hull structure are also interchangeable.

2. When repairs or replacements become necessary and time permits, it should first be ascertained whether the necessary articles can be obtained from the British Power Boat Co. at a cheaper price than that at which they can be manufactured at the yard concerned.

3. A report should be forwarded in twelve months' time by all yards concerned, stating what replacements by the Company's spares have been found economical and necessary for boats built by this Company, with a view to consideration being given to the maintenance of a stock of suitable spares at dockyards.

424. }  
468. } *Issued Confidentially.*  
484. }

**502.—Introduction of Admiralty General Experimental Order (G)  
Form to Cover Trials of Experimental Gun Parts on  
Board H.M. Ships**

(G. 1920/35.—27.2.1936.)

From time to time guns and/or mechanisms, or parts of guns or mechanisms, of an experimental nature are issued to H.M. ships for trial.

2. In the past, reference to the fitting of these experimental items, the purpose of the trial, the date on which reports on them should be made, etc., has been contained in an Admiralty letter addressed to those concerned.

3. In order that this information may be readily available in concise form, it has now been approved to issue as well, an Admiralty General Experimental Order (G) form as shown below on which will be found full details and orders for the trial.

4. Where it is required that the Commander-in-Chief shall detail a ship for the trial, paragraph 4 of the form will be left blank and should be filled in by the Commander-in-Chief and the name of the ship or ships reported to the Admiralty.

5. Three copies of the form will be issued for necessary distribution to the authority under whom the trial is ordered to be carried out, *i.e.*, C-in-C. of Fleet or Captain of Gunnery School.

6. The above issue will be in addition to the normal departmental issue of the form.

ADMIRALTY GENERAL EXPERIMENTAL ORDER  
D.N.O's. DEPARTMENT

G

Approved on Admiralty Docket..... A.G.E.O. No.....  
Sheet No. ....  
Addressed to Date .....

1. It is requested that the trial described below may be carried out and report forwarded to D.N.O. through C.I.N.O.
2. In all communications the number of the order and the Admiralty docket on which approved must be quoted.
3. Copies have been sent to.....  
.....
4. Trial will be carried out by..... at.....
5. It is requested that report may be rendered by .....
6. Representatives of the  $\left\{ \begin{array}{l} \text{manufacturer} \\ \text{designer} \end{array} \right\}$   $\left\{ \begin{array}{l} \text{will} \\ \text{will not} \end{array} \right\}$  be required to attend trial.

*for Director of Naval Ordnance.*

---

**Object of Trial.**

---

(a) Gun or Howitzer.

Mark or Design.

Remarks.

---

(b) Projectiles, Bombs, etc.

**Nature.**

No.	Mark or Design.	Method of Filling	Weight.	Remarks.

---



(c) Fuzes, Tubes or Primers. Nature.

No.	Mark or Design.	Filling.	Gaine (if reqd.)	Remarks.

(d) Charges. Nature.

No.	Mark or Design.	Weight.	Remarks.

(e) Other Stores.

No.	Description, Mark or Design.	Remarks.

Trial is not to proceed unless certificates signifying the correctness of the stores as below are forthcoming.

Store.				Certificate supplied by
(a)	(i)	Gun Body, Barrel or Liner	...	Memo. of Inspection.
	(ii)	Gun Mechanism	... ..	.....
	(iii)	Other gun details under trial	... ..	.....
(b)		Projectiles or Bombs	... ..	.....
(c)		Fuzes, Tubes or Primers	... ..	.....
(d)		Charges	... ..	.....
(e)		Other stores	... ..	.....

No variation or amplification of the following instructions is to be permitted without the concurrence or approval of the Admiralty.

**503.—“Stepnite” Binoculars**

(C.P. 10581/35.—27.2.1936.)

With reference to A.F.O. 83/35 detailing the facilities available for the purchase by individual officers of Barr & Stroud's binoculars, a competing binocular the “Stepnite” made by Messrs. Ross, Ltd., has now been tested.

2. This binocular is not fitted with focussing clicker, telescopic objective ray shields or internal light filters which the firm are now developing, but it is considered that the binocular as supplied for test would meet the personal requirements of Naval officers.

3. Messrs. Ross, Ltd., are prepared to supply these binoculars direct to officers at the price of £14 5s. each, and enquiries should be addressed direct to the firm at Optical Works, Clapham Common, S.W.4.

4. Attention is drawn to the fact that as in the case of Messrs. Barr & Stroud this special price can only apply to applications *direct* to the firm at the above address. This price cannot be obtained for supplies through retailers and should not be disclosed to them.

(A.F.O. 83/35.)

**504.—Issued Confidentially.****508.—Gyro Compass Repeaters—Pressure-tight***Submarines*

(T. 256/36.—27.2.1936.)

It has been found that a bubble is liable to form in these instruments after a few months' use. This should be removed by topping up with Albalene or C.D. Oil, Pattern 92, through the small filling hole provided at the top of the instrument.

541. }  
 548. } *Issued Confidentially.*  
 549. }

**553.—W/T—Alteration of A.C. Supply Voltage to Type 49 W/T Sets**

(S.D. 139/36.—5.3.1936.)

The present voltage of the A.C. supply to Type 49 W/T sets (except Type 49X in H.M.S. “Duncan”) is 130 volts, obtained from Patterns 1332 or 6596a motor-alternators, 8-kw., 500-cycles.

2. To allow the motor-alternators to generate at a voltage nearer the nominal for which they were designed and, simultaneously, to assist the booster-control system to operate more satisfactorily, it has been decided that in all existing and future Type 49 sets the supply voltage shall be 180-volts A.C.

3. To effect this change in existing sets the following action is to be taken by ship's staff, *upon receipt of the requisite stores* referred to in sub-paragraph (a) below, in all Type 49 sets (except 49X), which are provided with Pattern 7531 transformers for the main H.T. supply.

(N.B.—All sets which, from the date of installation, are arranged for 180-volts will be fitted with a new pattern of H.T. transformer. 180/13,000-volts, viz., Pattern 2687.)

- (a) Remove the transformer, 180/18-volts, Pattern 7599, from panel 3T, L/F, main transmitting, lower, Pattern 5372, and fit in lieu, transformer 180/18 or 13-volts, Pattern 7599A. Connect the secondary leads to the 13-volt output terminals of the transformer, Pattern 7599A (special care must be taken that this is correctly done; if the secondary leads are connected to the 18-volt terminals the valves will be burnt out). Return the transformer, Pattern 7599, to store, carefully packed, at the earliest possible date.
- (b) Remove the 180-volt tap on the auto-transformer, Pattern 7546, fitted in panel 3T, Pattern 5372. When this has been done the maximum voltage which can be applied to the transformer (for H.T.), Pattern 7531, will be 135-volts. The procedure for removing the tap is as follows:—
- (i) Remove the handles from the auto-transformer tapping-switch and low-power machine starter-regulator.
  - (ii) Remove the front cover of the panel.
  - (iii) Disconnect the 180-volt tapping lead from the second (*i.e.*, rear) terminal on the left-hand side of the transformer tapping-switch and from the 180-volt terminal of the transformer. (This will still leave one—the main supply—lead on the 180-volt terminal of the transformer.)
  - (iv) Replace the cover and handles.
  - (v) Place a paper, or other suitable label, marked “off,” over the engraving “Full-power” on the tapping switch indicator-plate. The “ $\frac{3}{4}$ ” indication will now become the full-power position, and may be marked as such by means of a paper label.

Retain the lead removed, *vide* (iii) above; it should be re-fitted if ever transformer, Pattern 2687, is installed with the set in lieu of Pattern 7531.

- (c) On both transformers, Patterns 7594B and 7595A, fitted in panel, Pattern 5375, change the input leads, which at present go to the 130-volt primary terminals (T.2), to the 180-volt primary terminals (T.3), which are at present unused.
- (d) On each contactor, voltage-control, Pattern 7503A (fitted in the boards 2T, auto-voltage-control, Pattern 8841), and on filter-unit, Pattern 8829A (fitted in panel 3T, Pattern 5375), the A.C. lead which at present goes to the “130-volt” A.C. terminal is to be taken to the “180-volt” A.C. terminal.
4. When the above changes have been made:—
- (i) Put the “hand-auto” switches (in boards, Pattern 8841) to “hand.”
  - (ii) Start up one machine and adjust its hand-regulator to give 180-volts on load.
  - (iii) Adjust the corresponding contactor so that the vibrating arm just floats.
  - (iv) Switch off the machine and put the “hand-auto” switch to “auto.”
  - (v) Re-start the machine and finally adjust the contactor until 180-volts is maintained on load. Clamp the contactor controlling-disc.

Carry out the same routine on the other machine (if machines are duplicated). Once the above adjustments have been made the position of the hand-regulators should not be altered; if for any reason they are altered the contactors should be reset by the method described above.

5. One transformer, Pattern 7599A, referred to in paragraph 3 (a) above, will be supplied without demand to each vessel fitted with a Type 49 W/T set having a transformer, Pattern 7531.

6. All transformers, Pattern 7599, when replaced by Pattern 7599A, are to be forwarded to Superintending Naval Store Officer, Portsmouth, for conversion, by the original makers, to Pattern 7599A.

7. *Future Replacements.*—In the event of transformers, Pattern 7531, fitted in Type 49 sets becoming defective, a transformer of the same pattern may be issued in lieu so long as stocks for this purpose are available; otherwise Pattern 2687 transformer should be issued and, on fitting, the lead removed, *vide* 3 (b) (iii) above, replaced. Transformer, Pattern 7599, is no longer suitable for Type 49 sets.

8. All future deliveries of panels 3T, Pattern 5372 and Pattern 5375, will conform to the new requirements when delivered.

9. The necessary amendments to W/T fitting-out and purchase specifications, establishment lists and handbooks, etc., will be promulgated in due course.

## 554.—Signalling Equipment in H.M. Ships—Periodical REPORTS

(S.D. 182/36.—5.3.1936.)

The following periodical reports on the signalling equipment of H.M. ships are to be rendered through the usual channels by all ships in full commission and by Senior Officers of Reserve Divisions, on the dates shown. The sections are to be kept entirely separate.

2. Sections I, II, and III are primarily matériel reports. V/S and W/T trials and external communications generally should form the subject of separate reports.

3. Reports under Sections II and III are only required half-yearly, but it must be realised that this results in corresponding delay before action on any item can be taken. Serious defects, and urgent requirements regarding outstanding stores, are therefore to be reported to the Senior Officer concerned without delay. Senior Officers should take the necessary action with regard to these interim reports, forwarding such as they consider desirable through the usual channels.

4. Early reports are particularly required in respect of weaknesses in matériel, in order that the matter may be dealt with forthwith, and thus prevent further consignments being delivered with the fault unrectified.

5. *Section I.*—Report on equipment as fitted. To be rendered one month after commissioning and recommissioning only.

(a) List of W/T, R/T, E/S transmitting and receiving, and S/T transmitting sets on board.

To be grouped under the offices in which they are fitted.

(b) List of visual signalling apparatus supplied and fitted.

To be rendered on S.S. Po. Form 180, copies of which will be supplied on application to H.M. Signal School.

(c) Wavemeters carried, and sets for which supplied.

(d) List of signal and remote control communications fitted.

To be rendered on Form S.1202, or Form S.1202A, as applicable to the ship concerned.

(e) Warning telephones.

To be rendered on S.S. Po. Form 181/A, supplies of which can be obtained on application to H.M. Signal School.

*Note.*—Attention is drawn to B.R. 222, Notes on W/T Sets (Sub-section AC), regarding the correct nomenclature of apparatus.

6. *Section II.*—Half-yearly report on alterations to and defects in equipment. To be rendered on 30th June and 31st December in each year.

- (a) Alterations to equipment, including signal and remote control communications and Wa/T installation, during the half-year under report. To include new apparatus supplied or fitted, old apparatus surrendered, returned, or transferred, structural alterations to offices, etc. Where very extensive alterations have been made in any section it may be simpler to render a new complete return for that section as in paragraph 5 above.

The authority for structural alterations is to be stated.

- (b) Any points of interest, including serious defects and breakdowns experienced during the half-year with regard to sets and signal communications fitted, and suggestions for improvement in design.

7. *Section III.*—Half-yearly report on V/S equipment, defects, etc. To be rendered on 30th June and 31st December in each year.

- (a) Alterations to V/S equipment during the half-year under report.

To include new V/S apparatus, supplied or fitted, old apparatus surrendered, returned or transferred, and structural alterations and additions affecting visual signalling or apparatus, whether the work has been carried out by ship's staff or dockyard.

The authority for any item included under this section is to be stated.

- (b) Any points of interest, including serious defects and breakdowns, experienced during the half-year with regard to visual signalling and equipment, and any suggestions for improvements in design.

#### 8. Notes.

- (i) Reports under paragraphs 6 (b) and 7 (b) are to be rendered on separate sheets, and Senior Officers of squadrons and flotillas should include such of the items reported as they consider desirable in their covering remarks. The actual reports from individual ships should not be forwarded unless considerable re-typing is otherwise entailed.

Items classifiable as Alterations and Additions should *not* be included but should be forwarded separately in the usual manner.

- (ii) When reporting on any instrument, it is essential, for purposes of identification, that the following details should be included (where applicable) :—

- (a) Pattern number, including lettered suffix (if any).  
 (b) Maker's name, or serial letter.  
 (c) Serial number of instrument (if any).

### 558.—Rosyth—Turnover of Stocks of Perishable Naval Stores

*H.M.S. "Greenwich"; R.N.V.R., and other Naval and Civil Shore Establishments in the Scottish Command; H.M. Dockyards, Chatham and Sheerness,)*

(N.S. 1462/36.—5.3.1936.)

In order to assist in securing a turn-over of the reserve stocks of perishable stores maintained at Rosyth, all shore and R.N.V.R. establishments in the Scottish Command and H.M.S. "Greenwich" are in future to demand requirements of the Naval Store articles listed below from the Naval Store Officer, Rosyth, instead of from Southern Yards.

2. H.M.S. "Greenwich" is also to demand mixed paints of the descriptions shown in the list from Naval Store Officer, Rosyth, instead of equivalent paint ingredients from Chatham.

3. *Dockyards only*.—Issues from Rosyth are to be regarded as non-expenditure. Replenishments required by Rosyth to replace such issues should be demanded quarterly from Chatham (see para. 4 of A.L. 12/6/35—N.S. 0343/35/8825) where they are to be regarded as expenditure for the purpose of calculating expenditure reserves.

*List of Stores of a perishable nature held in reserve at Rosyth*

<i>Stock Item.</i>	<i>Pattern No.</i>	<i>Description.</i>
B.8	4727	Extinguishers, Fire, Foam type.
	4728	Refills, Pyrene, one quart.
	4729	" Foam, two gallons.
B.12	—	Voice Piping, Bronze, flexible, 2 in., fitted with Mark IV connections, 20 ft. in length.
D.4	—	Flags, Mast-head Pendants, White, 3 yds. and 4 yds.
	401 to 480	" Signal, No. 4 size.
	14	" Rectangular, Red, 11 ft. by 9 ft.
D.5	C.1485	Cordage, Coir, 4 in.
	C.1274	" White, 1½ in.
	C.1276	" " 2 in.
	C.1278	" " 2½ in.
	C.1280	" " 3 in.
	C.1204	" Manila 1½ in.
	—	" Sisal ½ in.
	—	" " 1 in.
	—	" " 1½ in.
	—	" " 2 in.
	—	" " 2½ in.
	C.1365	" Tarred ½ in.
	C.1371	" " 2 in.
	C.1373	" " 2½ in.
	C.1453	" " Spunyarn, 3 yarn.
	C.1577	Lines, signal halyards, 1½ in.
	C.1578	" Hand, Lead.
	C.1564	" " Fishing, Albicore.
E.2	12	Cord, elastic.
	7	Rings, India Rubber.
	8	" " " Rubber.
	1201	Washers, India Rubber.
	1202	" " " "
	12	Asbestos Sheeting, ½ in. only.
	13	" Tape, 1 in. and 1½ in.
	249	Solution, I.R.
E.3	—	Oars, Ash, 8½ ft.
	—	" " 12 ft.
	—	Paddles, Ash, for Life Floats.
	—	Staves, Ash, 10 ft.
	—	" " 8 ft.
	—	" Fir, 21 ft.
	—	Spars, Norway.
	—	Oars, Fir, 17 ft.
	—	" " 16 ft.
	—	" " 14 ft.
	—	" " 10 ft.
	—	" " 8 ft.
E.5	1271	Rings, I.R., for Sounding Machines.
	1420	Buffers, Rubber, for Sounding Machines.
E.6	641	Distemper, White.
	507B	Paint, mixed, dark grey.
	517	" " white lead flatting.
	537	" " white, ordinary.
	519	" " white undercoating for enamel.
E.7	10	Enamel, Proprietary, white.
E.10	—	Officers' Bedding.
F.2	55	Batteries, torch.
	257	Tape, rubber, adhesive.
	4976	Cells, inert, for W/T.

**559.—Form D.741—Report of Trial of Cooling Machinery***Dockyards, Overseers and all Vessels concerned*

(D. 827/36.—5.3.1936.)

In a number of reports of insulation tests recently forwarded to the Admiralty, the particulars of the volumes of compartments, areas of the bounding surfaces and the thickness and material of insulation have not been shown in the appropriate spaces on the back of Form D.741.

2. In all future returns, the forms are to be completed in this respect before submission to Admiralty. The positions of the thermometers in the cold and cool rooms is also to be shown on the Form.

**651.—Main Battery Components carried in Submarine Depot Ships—Revised Allowances**

(N.S. 820/36.—12.3.1936.)

Since the promulgation of the present allowances to the Depot Ships of components for main batteries of submarines, additional types of lls, containers, and covers, have been introduced.

The catalogue numbers of containers and covers, and the types of Submarine Main Battery now in service, or under construction, for which they are suitable are enumerated below :—

<i>Type of Battery with similar containers and covers.</i>	<i>Articles.</i>	<i>Catalogue No.</i>
E.I. 3820 L.S. ; E.I. 4280 L.S. S.M. 33 ; S.M.I. 33 ; G.M. 33 ; S.E. 37 ; H.C.A. 41 and H.C.I. 41. }	Containers Cover	Either X.49 or X.54A Either X.42 or X.10
E.I. 3830 I ; H.C.S. 41 ; H.C.S.I. 41 ; M.I. 33 and S.H.I. 37. }	Container Cover	X.84 X.85
E.I. 6300 ; E.I. 6300 I and E.I. 6860 I }	Container Cover	X.64 X.65

It is not proposed to issue the earlier types of containers and covers unless necessary.

2. The allowances of spare containers and covers to Depot Ships have therefore been reviewed and are as follows :—

For every 1 or 2 submarines (of any Class) having cells with similar containers and covers—1 container and 1 cover.

For every 3 or 4 submarines (of any Class) having cells with similar containers and covers—2 containers and 2 covers.

For every 5 to 9 submarines (of any Class) having cells with similar containers and covers—3 containers and 3 covers.

For every 3 or less number of submarines above 9 (of any Class) having cells with similar containers and covers—1 additional container and cover.

3. Depot Ships should adjust their stocks to conform to these allowances, demands being forwarded to storing Yards for any additional containers and covers required.

4. The establishments of stores for submarines will be amended by Errata in due course.

**653.—Steam Cooking Plant—Safety Precautions**

(E.-in-C./N.L. 3449/35.—12.3.1936.)

*(This reprint embodies A.F.O. 2854/36.)*

With reference to the instructions contained in the Manual of Naval Cookery, page 15, attention is drawn to the importance of ensuring that personnel are fully acquainted with the correct procedure for manipulating the doors and the steam and exhaust cocks of steam cookers.

2. Interlocking arrangements between the steam and exhaust cocks and the door locking bolts are not fitted in all cases and while the arrangements provided, if correctly used, are adequate to safeguard personnel, an additional safeguard is to be provided in such cases.

3. In ships and establishments fitted with steam cookers of the type referred to in paragraph 2, a clip is to be fitted to the door by ships' staff of the design shown in A.F.O. Diagram 133/36.

4. Whenever a door is rejoined particular care is to be taken to ensure that the efficiency of the securing arrangements of the door is not reduced by the jointing material being too full or from any other cause.

5. The drain traps are to be inspected frequently and maintained in an efficient condition.

6. The reducing valves fitted are to be kept in an efficient state and the approved working pressure is on no account to be exceeded.

### 685.—Gun and Director Sight Dials—6-in. Mountings

*"Queen Elizabeth" and "Royal Sovereign" Classes, and Dockyards concerned*

(G. 1088/36.—19.3.1936.)

Range and deflection counterdrum transmission will be fitted in the secondary armament of ships of "Queen Elizabeth" and "Royal Sovereign" classes when A.F.C. clocks are installed, and the Vickers' follow-the-pointer instruments are to be removed by dockyards and returned to store.

2. Blanking discs are to be fitted in the space vacated on the range receivers, engraved as follows, with the instructions for charge changing, viz. :—

"For full charge and sub-calibre use full charge dials.  
For reduced charge use reduced charge dials."

3. Deflection dials graduated in Units L and R should be provided for the deflection receivers. 30 units each way should be engraved, the sights being modified if necessary to accommodate these deflections.

686. }  
687. } *Issued Confidentially.*  
689. }  
694. }

### 695.—Electrolytic Condensers for M. Type Transmission— REPORTS

(T. 2924/35.—19.3.1936.)

In addition to the trials authorised by A.F.O. 1499/35 with 500 mfd. electrolytic condensers for H.A. relays, very successful trials have been carried out in the Home Fleet with similar condensers used as anti-sparking devices for "M" type transmitters.

2. Further experience as to the lasting qualities of these condensers is desirable, and arrangements have accordingly been made for the purchase of 21 condenser boxes for issue to the ships indicated at (ii) below. Supply will be made without demand.

(i) Already fitted :—

"Rodney"	...	...	...	...	(2) units.
"Hood"	...	...	...	...	(1) "
"Orion"	...	...	...	...	(2) "
"Achilles"	...	...	...	...	(2) "
"Kempfenfelt"	...	...	...	...	(1) "
"Crusader"	...	...	...	...	(1) "



(ii) Purchase now being made:—

" Ramillies "	...	...	1 in number, 4-unit box, Pattern 3433.
" Resolution "	...	...	" " " " " "
" Barham "	...	...	" " " " " "
" Repulse "	...	...	" " " " " "
" Courageous "	...	...	" " " " " "
" Glorious "	...	...	" " " " " "
" Arethusa "	...	...	" " " " " "
" Amphion "	...	...	" " " " " "
" Ajax "	...	...	" " " " " "
" Leander "	...	...	" " " " " "
" Neptune "	...	...	" " " " " "
" Dorsetshire "	...	...	" " " " " "
" Norfolk "	...	...	" " " " " "
" Exeter "	...	...	" " " " " "
" York "	...	...	" " " " " "
" Shropshire "	...	...	" " " " " "
" Codrington "	...	...	" " " " " "
" Keith "	...	...	" " " " " "
" Duncan "	...	...	" " " " " "
" Exmouth "	...	...	" " " " " "
" Faulknor "	...	...	" " " " " "

3. The condensers should be fitted on receipt in suitable heavily loaded " M " type transmission circuits, and connected in lieu of existing condenser boxes.

The condensers now fitted in the selected circuits are to be disconnected.

4. Commanders-in-Chief are requested to arrange for two sets of three condensers each from each station to be sent to Captain, H.M.S. " Vernon," to arrive in August each year, starting one year after first installation for special examination. Condensers are to be clearly marked with ship's name, date of installation, and circuit in which connected. Sample sets from those now being supplied are not required till August, 1937.

5. After examination of the condensers, the Captain, H.M.S. " Vernon," is to forward a report to the Admiralty, stating whether the condensers show signs of wear and if the duration of their life can be predicted. Condensers will be returned to ships after examination.

6. Reports from ships fitted are only required in the event of any failure or abnormal behaviour.

(A.F.O. 1499/35.)

## 697.—W/T—Interference between Main and Fire Control W/T Sets—Separation of Aerials

*Flotilla Leaders and Destroyers*

(S.D. 309/36.—19.3.1936.)

Trials having shown that a considerable reduction in interference between the main and fire control W/T sets can be effected by separating their aerials, the following details of the rig adopted for the fire control aerials in new construction flotilla leaders and destroyers are promulgated.

2. The fire control aerial is approximately 25-ft. in length, and is secured to an eyebolt fitted on " B " gun shield vertically above the centre of the mounting, the upper end of the aerial being hauled out by a hemp halliard to the highest practicable point of support on the foremast. The lower end of the aerial should be as low as possible, consistent with running the feeder direct from this point to the deck insulator.

3. The exact length of the fire control aerial should be determined by trial, observing that shortening the aerial will reduce interference, but will also reduce the transmitting range and the receiver sensitivity of the fire control set.

4. A fire control aerial of this nature may be fitted in all flotilla leaders and destroyers provided the work is done without dockyard assistance.

## 700.—Signal Flag Lockers for Ships of the Naval Examination Service—Marking

*Dockyards concerned.*

(S.D. 339/36.—19.3.1936.)

The question of the marking of the flag lockers for the use of ships of the Naval Examination Service has been receiving consideration.

2. As most of the signalling will be carried out with vessels of the Mercantile Marine, it has been decided that the lockers are to be marked in accordance with the International Code.

3. The approved marking is shown on the following table :—

				Pilot Jack.	Ensign.	
A	B	C	D	E	F	G
H	I	J	K	L	M	N
O	P	Q	R	S	T	U
V	W	X	Y	Z	CODE ANS.	MIL pdt.
1	2	3	4	5	6	7
8	9	0	1st Sub.	2nd Sub.	3rd Sub.	N.E.S. flag.

The pattern numbers of the flags required are as stated below :—

A ... 403	J ... 412	S ... 420	1 ... 457
B ... 402	K ... 428	T ... 430	2 ... 444
C ... 472	L ... 413	U ... 423	3 ... 449
D ... 473	M ... 405	V ... 418	4 ... 462
E ... 474	N ... 422	W ... 409	5 ... 458
F ... 475	O ... 419	X ... 424	6 ... 452
G ... 476	P ... 432	Y ... 408	7 ... 466
H ... 459	Q ... 421	Z ... 410	8 ... 451
I ... 415	R ... 460		9 ... 455
			0 ... 467
Military Pendant ... 454	1st Sub. ...		... 477
Code Pendant ... 461	2nd Sub. ...		... 478
Naval Examination 99	3rd Sub. ...		... 480
Service Flag.	Pilot Jack ...		... 479

## 740.—Gun Mountings, 8-in., Mark II and II\*, and 6-in., Mark XXI, H.P. Air Stop Valves

*“Dorsetshire,” “York,” “Leander,” Modified “Leander” and “Arethusa” Classes.*

(G. 6619/35.—26.3.1936.)

A number of instances have occurred of fracture of the covers of the H.P. air stop valves of the type fitted in 8-in., Mark II and II\*, and 6-in., Mark XXI gun mountings.

2. Ships concerned are to include an item in their lists of approved alterations and additions, Classification B, for modified covers to be supplied for H.P. air stop valves in turrets in accordance with A.F.O. Diagram 29/36.

3. Complete valves which have become unservicable owing to defective boxes should be replaced by new valves.

4. In both instances the renewals are to be carried out by ships' staffs.

**742.—Issued Confidentially.****744.—Torpedoes—Periodical Overhauls and Examinations—  
Procedure as to Landing for Repairs, or on Deposit,  
at Torpedo Dépôts**

(A.S. 1239/36.—26.3.1936.)

The annual overhauls, examinations, etc., of torpedoes on board ships, or in destroyers and submarines attached to dépôt ships, are to be carried out by the ships or dépôt ships concerned respectively.

2. Provision is not made at Torpedo Dépôts for carrying out the periodical overhauls and examinations of torpedoes of ships in commission.

3. When in special cases the exigencies of the service do not enable the overhauls of torpedoes to be carried out by ships or dépôt ships, requests for this work to be carried out by Torpedo Dépôts are always to be forwarded to the Admiralty, through the Senior Officer of the ships concerned present at the Port, accompanied by a report stating the special circumstances which prevent the work being carried out on board. A copy of this request and report is also to be forwarded to the local Torpedo Engineer Officer for information.

4. The annual overhauls of torpedoes belonging to local defence flotillas, and destroyer flotillas where no dépôt ship is provided, are to be carried out by the Torpedo Dépôt at the Port to which the vessels are attached; Commanding Officers of these vessels making the necessary arrangements with the local Torpedo Engineer Officer.

5. Ships in commission undergoing refit may, if considered desirable or necessary to facilitate the refit of the ship, land their torpedoes on deposit at the nearest Torpedo Dépôt; but in such cases it is to be clearly understood that the ships' staffs are responsible for their maintenance, and that no work will be undertaken by the Torpedo Dépôt Staff.

This practice should be avoided as far as possible, however, as facilities do not exist for Naval Ratings to work in Torpedo Dépôts.

6. This Order does not apply to ships' outfit torpedoes landed when special practice torpedoes are embarked in lieu. The outfit torpedoes so landed are merged into Dépôt stock and arrangements are made whereby the number of torpedoes necessary to complete the ships' outfits are kept ready at the Torpedo Dépôt.

**748.—T.S.D.S. Davits—Padlocks**

(T. 628/36.—26.3.1936.)

As a result of T.S.D.S. trials in "G" class destroyers, it has been found that the hinged tumbler in the pin for securing the top part of the davit is uncertain in action.

2. In all destroyers where a slot hinged tumbler is fitted instead of a drop nose, the tumbler is to be locked in position by inserting a Pattern 83 padlock in the hole already existing in the tumbler. It is not desired to re-introduce the drop nose for these securing pins as they are liable to damage and become difficult to withdraw.

**752.—Boilers—Oil Fuel Burning**

*Cruisers.*—"Leander" and later classes.

*Destroyers.*—"Beagle" and later classes.

*Sloops.*—"Shoreham," repeat "Shoreham," "Grimsby" and "Halcyon" classes, "Kingfisher" and "Enchantress."

*Gunboats.*—"Falcon," "Sandpiper," "Robin."

(E.-in-C./M.F. 4465/36.—26.3.1936.)

A trial carried out with oil fuel burning equipment as fitted in new construction since 1931 has established that—

- (1) Maximum boiler efficiency is achieved with this type of equipment when the exhaust gases are practically clear, only a faint brown haze being visible at the funnel.
- (2) There is, however, a wide range of clear funnel conditions between condition (1) above and that obtaining when white smoke is produced and attention is drawn to the fact that there is a progressive loss of boiler efficiency over this range which under certain conditions may amount to as much as 20 per cent. It is therefore imperative that condition (1) shall be approached as closely as operating circumstances permit.
- (3) It should be noted in connection with (1) above that a very slight reduction in air pressure will probably result in a rapid vibration of the boiler fronts which, though in itself doing no damage, should serve as a warning to boiler room personnel that smoke is being produced.

**759.—Aircraft—Danger of Fire**

*H.M. Ships carrying Aircraft.*

(D. 3056/36.—26.3.1936.)

An inquiry into an outbreak of fire in an aircraft attached to H.M.S. "Arethusa" elicited the fact that the accident was caused by incandescent matter probably emitted from the galley funnels of the ship.

2. All H.M. Ships carrying aircraft are to exercise great care in manipulating the air supply in the oil-fired galleys. In addition, all such vessels are to fit some form of spark arrester to the galley funnels, preferably in the funnel trunking where the gauze or perforated plate can be removed and cleaned periodically.

**765.—Cordage—Extended Use of Sisal and Manila**

(N.S. 15087/35.—26.3.1936.)

On the exhaustion of existing stocks of soft hemp (European, Indian, etc.) and cordage manufactured therefrom, all cordage made in the Dockyards will be manufactured from hard fibres (manila, sisal, New Zealand, and coir). Lines to Specification T.G.32 will, however, continue to be made from Italian hemp for the present.

2. When cordage made from soft hemp is no longer available, requirements should be met as follows :—

*Coir Cordage* should be used for the same services as at present.

*Sisal cordage* should be used for the services detailed in A.F.O. 3030/35.

*Manila cordage* should be used for all other services.

3. Apart from spun yarn, no New Zealand cordage is at present available, but the services for which this cordage is authorised are detailed in A.F.O. 325/34.

4. Tarred cordage manufactured from sisal and New Zealand hemp is approximately comparable in strength with that made from Italian hemp.

5. In view of the fact that sisal is an Empire product, and its use, where adopted, has proved generally satisfactory, Yard Officers are to report any further services for which sisal, tarred or untarred, can be recommended.

6. Commanding Officers of all ships in which, as a result of this Order, manila is used for boats' falls, are to arrange for frequent survey.

(A.F.Os. 325/34 and 3030/35.)

### 803.—*Issued Confidentially.*

### 805.—Gun Mountings—4-in., H.A., Marks III and III\* D.F. Operating Gear

(G. 03089/35.—2.4.1936.)

Arrangements have been made with the C.S.O.F., Woolwich Arsenal, for the manufacture of director operating gear for the undermentioned 4-in., H.A., Marks III and III\* mountings, viz. :—

	Registered Nos.	Where Available.
4-in., H.A. III	7, 8, 10, 11, 100 and 101	"Argus" at Rosyth.
" "	28 ... ..	Chatham Gunnery School.
" "	67 ... ..	Devonport Gunnery School.
" "	66 ... ..	"Excellent."
" "	29 ... ..	Portsmouth.
" "	37, 117 ... ..	Shoeburyness.
" "	102 ... ..	Colombo.
" "	50, 63, 80 ... ..	"Furious" in Home Fleet.
4-in., H.A. III*	40 ... ..	Gibraltar.
" "	41 ... ..	Chatham.

The gear for mountings, Nos. 7, 8, 10, 11, 100 and 101, in H.M.S. "Argus" will be retained at Woolwich for the present.

The gear is suitable for operating the type "C" elevation and training receivers.

The Dockyards concerned should arrange for the erection of the gear on the mountings, as detailed hereunder, as soon as possible after receipt, viz. :—

Portsmouth	...	To mountings, Reg. Nos. 29 and 66.
Chatham	...	To mountings, Reg. Nos. 28, 37, 41 and 117. The gear for mounting, Reg. No. 102, at present at Colombo, is to be retained at the Yard pending further instructions.
Devonport	...	To mounting, Reg. No. 67, and to the mountings, Reg. Nos. 50, 63 and 80, in "Furious," at the first convenient opportunity.
Gibraltar	...	To mounting, Reg. No. 40.

In the event of re-allocation of any of the mountings, the Yard receiving the re-allocated mounting(s) should inform the C.S.O.F., Woolwich, accordingly, and request that the operating gear be sent direct when ready.

Ten sets of adaptor brackets for duplicating type "C" receivers which are being made to Portsmouth Yard drawings G.705 and G.706, will be delivered to that Yard with their lower facings undrilled. They are to be retained in store for allocation as required.

**808.—Boom Defence Inventory, Part I—Amendments**

(T. 1174/36.—2.4.1936.)

*Add :—*

<i>Item No.</i>	<i>Description.</i>	<i>Type of Boom.</i>	<i>Remarks.</i>
6	—	—	See separate list.
64	—	—	Superseded by item 132A.
66	—	—	„ „ 131A.
67	—	—	„ „ 131A.
73	Clumps, stretcher, 4 ton (new pattern)	A/S	
96A	Chains, pendant, $\frac{3}{4}$ in. $\times$ 24 ft.	... B.1	
159	—	—	See separate list.
193	—	—	„ „
204	—	—	„ „
205	—	—	„ „
206	—	—	„ „
207	—	—	„ „
264	—	—	„ „
266	—	—	„ „
275	—	—	„ „
283	—	—	„ „
287	Pendants, $2\frac{1}{2}$ in. F.S.W.R.	... —	„ „
294	—	—	„ „
380	Wires, perimeter, $2\frac{1}{2}$ in. F.S.W.R.	... —	„ „
381	Wires, perimeter, 3 in. F.S.W.R.	... —	„ „
382	Wires, perimeter, 4 in. F.S.W.R.	... —	„ „

*Amend to read :—*

15	Baulks, tank, 10 ft. 6 in. $\times$ 6 ft.	{ F.1. F.2.	
	$\times$ 3 ft. 6 in.		
77	Gear for items 75 and 76. Locking plate.		
96	Chains, pendant, $\frac{3}{4}$ in. $\times$ 45 ft....	... B.1	Superseded by item 96A.
131A	Grips, bridge, for $6\frac{1}{2}$ in. F.S.W.R.		
132A	Grips, bridge, for 5 in. F.S.W.R.		
194	Nets, A/S, 3 in., R.U., 152 ft. 9 in.	... A.2 A.3	See separate list.
197	Nets, A/S, 3 in., R.U., 314 ft. Fitted with jackstays.	A.1 A.4	„ „
198	Nets, A/S, 3 in., R.U., 314 ft. Not fitted with jackstays.	A.1 A.4	„ „
199	Nets A/S, 3 in., R.U., 102 ft.	... A.1 A.4	„ „
215	Nets, A/S, 3 in., R.U., 90 ft. 6 in.	... A.2 A.3	„ „
226	Nets, indicator, 226 ft. 3 in.	... B.1	„ „
328	Shackles, $1\frac{1}{4}$ in. ...	... B.1	
350	Signal apparatus, Type A, fitted	... A/S	

Delete Items Nos. 2, 4, 5, 7, 8, 185, 186, 187, 188, 195, 196, 208, 209, 210, 216, 217, 218, 219, 220, 221, 227, 228, 229, 230, 231, 232, 292.

**812.—Types 403 and 403X Warning Telephone Installations—Supply of Spare Power-Amplifiers, Pattern 8761A***“ Achilles,” “ Leander,” “ Neptune,” “ Orion,” and “ Exeter ”*

(N.S. 13086/35.—2.4.1936.)

One power-amplifier, Pattern 8761A, will be allowed as spare to each ship fitted with Types 403 or 403X Wa/T installation.

2. These instruments will become available from those replaced by new design amplifiers in ships fitted with Type 404 Wa/T installations (*see* Admiralty Fleet Order 813/36), and supply will be made *without demand* to the services concerned from Portsmouth Yard.

3. The Establishment Lists of Stores, Nos. W.1 and W.5, will be amended by Errata in due course.

(A.F.O. 813/36.)

### 813.—Type 404 Warning Telephone Installations—Improved Design of Power-Amplifier—Purchase

*“Arethusa,” “Ajax,” “Amphion,” “Apollo,” “Galatea” and “Sydney”*

(N.S. 13086/35.—2.4.1936.)

It has been decided to replace the existing power-amplifiers, Pattern 8761A, in ships (except *“Medway”*) fitted with Type 404 Wa/T installations by a new design of amplifier of greater power.

2. The new amplifier is designed to give at least 100 watts, with not more than 5 per cent. total harmonic distortion, and to fit in the space available in the right-hand racks of Type 404 Wa/T installations. The amplifier will work in conjunction with the existing intermediate amplifier in these sets, and will embody a “cut-off” for all frequencies below 500.

3. Purchase has been arranged of six amplifiers of the new design, and supply will be made *without demand* to the ships concerned from Portsmouth Yard, as soon as they become available.

4. The work of fitting the new instruments and dismantling of the existing amplifiers, Pattern 8761A, is to be done by ships’ staffs. The amplifiers, Pattern 8761A, are to be returned to Portsmouth for re-issue in accordance with Admiralty Fleet Order 812/36.

5. The Establishment List of Stores, No. W.4, will be amended by Errata in due course.

(A.F.O. 812/36.)

### 814.—Wa/T, Type 404—Conversion of Loudspeakers, Pattern 8888, to Pattern 8888A

*H.M. Ships “Ajax,” “Arethusa,” “Galatea” and H.M.A.S. “Sydney”*

(N.S. 3276/36.—2.4.1936.)

The loudspeakers, Pattern 8888, at present fitted in H.M.A.S. *“Sydney”* and H.M. Ships *“Ajax,” “Arethusa”* and *“Galatea”* are unsatisfactory on account of the low acoustic performance, and the inability of the rubber protecting diaphragm to withstand tropical or semi-tropical climatic conditions. It has therefore been decided to modify these loudspeakers as follows:—

(a) The rubber protecting diaphragm to be replaced by a sheet of petrol gauze.

(b) The diaphragm assembly to be replaced by a more weatherproof type.

The loudspeakers when so modified will be known as “Pattern 8888A.” In order that the modifications may be carried out the complete loudspeakers must be returned to the manufacturers, and the following procedure is to be adopted.

2. The Superintending Naval Store Officer, Portsmouth, is to supply forthwith, without demand, fifty-three, Pattern 8888A, loudspeakers to H.M.A.S. "Sydney." These loudspeakers are then to be fitted by ship's staff, and the displaced Pattern 8888 loudspeakers returned without delay to the Superintending Naval Store Officer, Portsmouth, who is to forward them to Messrs. Alfred Graham & Co., Bowater Road, Woolwich, for conversion to Pattern 8888A, quoting Admiralty Order C.P. 25830, dated 12.11.35. Superintending Naval Store Officer, Portsmouth, is to notify the Captain, H.M. Signal School, when the loudspeakers are dispatched to Messrs. Graham.

3. On receipt of the converted loudspeakers (Pattern 8888A) from Messrs. Alfred Graham & Co., the Superintending Naval Store Officer is to issue, without demand, to H.M.S. "Ajax," fifty-three of these loudspeakers, and the procedure detailed above for H.M.A.S. "Sydney" is then to be carried out. This procedure is to be repeated in turn for H.M.S. "Arethusa" and H.M.S. "Galatea," in that sequence, the number of loudspeakers, Pattern 8888A, required being forty-five and forty-three respectively.

4. When all loudspeakers in the above ships have been so converted, the residue of Pattern 8888A loudspeakers is to be retained in store for subsequent issue as required.

5. The Establishment List of Stores, No. W.4, will be amended by Errata in due course.

### 815.—10-in. Signalling Projectors—Plugging in and Modified Supply Arrangements

*H.M. Ships "Nelson," "Royal Sovereign," "Queen Elizabeth," "Hood," "Renown," "Arethusa," "Leander," "Kent," "London," "Norfolk," "York" Classes, "E" and "D" Class Cruisers, Leaders and Destroyers of the "Acasta" and later Classes, Aircraft Carriers, Sloops of the "Bridgewater" and later Classes, and "Kingfisher."*

(S.D. 492/35.—2.4.1936.)

In order to facilitate the removal of 10-in. signalling projectors from one working position to another, it has been approved to fit a double-pole switch and socket at each of the working positions.

2. Permanent supply arrangements are to be fitted to all working positions, and ships not so fitted are to modify their circuits accordingly.

3. In ships where the main and alternative positions are supplied from one resistance, a change-over switch, Pattern 2700, is to be fitted and the supplies to the two positions taken from this switch.

4. Where additional double-pole switches, Pattern 2694, are necessary, they will be supplied in a modified form to enable a Niphan socket, Pattern 2677, to be mounted on the switch. For use with existing double-pole switches a watertight base suitable for mounting a Niphan socket, Pattern 2677, is to be drawn and the socket mounted adjacent to the switch and connected thereto by 3-core cable, Pattern 5671A.

5. Flexible cable, Pattern 5671A, fitted with Niphan plug, Pattern 2676, is to be used for each projector.

6. Ships concerned are to draw the stores necessary for carrying out these modifications, quoting this Order as authority, and to insert an appropriate item in the next list of Alterations and Additions, the work to be carried out by Ships' or Depôt Ships' Staffs.

817. }  
879. } *Issued Confidentially.*



**880.—Failures of Fuzes**

(G. 6706/35.—9.4.1936.)

The following note should be added to Section 5 of Form S.1148 (j), viz. :—

“ When a failure of fuze is reported, particulars of any previous performance of fuzes of the same lot number, including the quantity fired, are to be reported.”

2. The information required should be included in any future reports of failures of fuzes.

3. This note will be added to Form S.1148 (j) on reprint.

**887.—Issued Confidentially.****889.—Plugs for Small Electrical Devices—Supply**

(N.S. 16069/35.—9.4.1936.)

It is not practicable to fit standard plugs to small electrical devices such as hot plates, drilling machines, sterilizers, table fans, etc., as the types required are governed by the patterns of sockets to which the various apparatus will be normally connected.

2. If not available on board, the appropriate plugs should be demanded as “ Sea Stores ” at the same time as the apparatus, and issued off charge in ship’s accounts, the relative S.156 voucher being endorsed to the effect that the plug has been fitted to the particular apparatus, etc.

**890.—Turning Wheels of Main Engines of Submarines—Securities**

“ *Oberon*,” “ *Odin* ” (ex “ *Orpheus* ”), and “ *Thames* ” Classes, and “ *Porpoise* ”

(E.-in-C. /D. 12343/35.—9.4.1936.)

The collar studs which secure the engine turning wheels to the foremost members of the engine clutches are to be examined at the earliest opportunity, and afterwards at each refit for slackness or other defects.

2. Should any studs in a wheel be found defective all the studs are to be removed and replaced with  $1\frac{1}{4}$ -in. Whitworth-screwed set bolts, at the first convenient opportunity. The heads of the bolts are to be drilled and secured in pairs with  $\frac{1}{8}$ -in. diameter wire, to prevent slacking back.

**894.—Boats—Insurance during Refit or Repair**

(C.P. 10308/36.—9.4.1936.)

When Motor, Pulling or Sailing Boats sent for repairs, or storage, to Contractors’ works are required to be insured under the terms of A.F.O. 236/33, the values of the boats for insurance purposes are to be calculated on the following basis :—

Depreciate the original value of the boat by an amount of about 3 per cent. for each year of service, and also abate a sum equal to the estimated cost of repairs. After repair, the value of the boat is to be enhanced by the cost of the repairs carried out.

(A.F.O. 236/33.)

**897.—Parachutes and Lockers—Amended Scale of Issue***Ships other than Aircraft Carriers*

(D. 0419/36.—9.4.1936.)

The following amended scale of issue of parachutes and lockers will be made by the Air Ministry to ships other than aircraft carriers :—

**PARACHUTES AND LOCKERS**

Aircraft carried.		Parachutes required for				No of Lockers required.	
		Immediate use.		Reserve.			
		Pilot.	Observer and T.A.G.	Pilot.	Observer and T.A.G.		
1	Single seater	...	1	—	1	—	2
1	Two seater	...	1	1	1	1	4
2	„	...	2	2	1	1	6
3	„	...	3	3	2	2	10
4	„	...	4	4	2	2	12
1	Three seater	...	1	2	1	2	6
2	„	...	2	4	1	2	9
3	„	...	3	6	2	3	14
4	„	...	4	8	2	4	18

Note.—The following are the types of aircraft carried in catapult ships :—

F/R. (Fighter—Reconnaissance)—(Osprey) ...	} Two seater.
L/R. (Light—Reconnaissance) ...	
T.S.R. (Torpedo—Spotter—Reconnaissance) ...	} Three seaters.
“ Shark ” ...	
“ Swordfish ” ...	
S/R. (Spotter Reconnaissance) ...	
“ Walrus ” ...	}
“ IIIF ” (obsolete) ...	

2. The lockers are made of metallised three-ply wood, and the external dimensions are 26 in. × 16½ in. × 12½ in.

3. In vessels requiring additional stowage for parachute lockers, the work is to be carried out by ship's staff.

4. Provision for the stowage of parachute lockers is to be made when the catapults are installed in ships, or the aircraft arrangements are altered during refit or reconstruction.

5. In arranging position of stowage it should be kept in mind that a dry atmosphere with constant or frequent ventilation and moderate temperature is desirable.

922. }  
923. } *Issued Confidentially.*

**953.—Guns, Machine, Vickers, .5 in., Mark III—Introduction of Mark II Springs, Side Plate and Modification of Plates, Side, to suit**

(A.S. 1827/36.—23.4.1936.)

Springs, side plate, left and right, for Guns, Machine, Vickers, .5 in., Mark III, will in future be made of stouter material, the use of which will necessitate the deepening of the recess in Plates, side, left and right, Mark II, as shown on Instructional Print N.O.D. 3100/345.

2. The modification is to be carried out by the staff of R.N. Armament Dépôts when existing springs are replaced by the later (Mark II) pattern. The Mark II springs will, however, only be fitted as replacement of existing springs becomes necessary and stocks of Mark I springs are to be used up.

3. When modified, the Mark of Plates, side, left and right, is to be advanced to Mark II\*.

**957.**—*Issued Confidentially.*

### **961.—Electro-hydraulic Steering Gear—Motor Alarm Arrangements**

*Future Capital Ships, Cruisers and Aircraft Carriers of 1933 and later programmes, and Destroyers of 1934 and later programmes*

(T. 3610/34.—23.4.1936.)

A.F.O. Diagram 27/36 (1) shows typical wiring diagram for steering motor indicator and alarm circuits for future capital ships, cruisers and aircraft carriers of 1933 and later programmes. A.F.O. Diagram 27/36 (2) shows typical wiring diagram for steering motor alarm circuits for destroyers of 1934 and later programmes. These diagrams are for general information. The circuits are normally to be included on wiring diagrams of miscellaneous low power circuits.

962.	}	<i>Issued Confidentially.</i>
966.		
969.		
973.		
1021.		
1024.		

### **1039.—W/T and Lightning Hazards to Explosives, Inflammables, and Man Aloft—Precautions**

(S.D. 951/35.—30.4.36.)

W/T transmissions, lightning and frictional electricity are liable to induce currents which may be a source of danger. The nature of these risks, and the precautions to be observed, are set forth below.

#### *W/T Hazards*

2. *Man Aloft.*—There may be a potential difference of as much as 30,000 volts between the aerial (*which includes the feeder*) and metal at earth potential. Insulated sections of rigging, and insulated pieces of metal, in the field between aerial and earth will take up intermediate potentials varying with their distances from the aerial. If, therefore, *for example*, a man *who is standing* on an earthed structure or on an insulated section, touches with his hands metal of another insulated section at a different potential, he may receive a shock which, though physically harmless, may be somewhat startling.

3. There is no risk of shock if all metal in the reach of the man is at the same potential. It is therefore perfectly safe to climb a metal lower mast or to be inside an earthed metal crow's nest. But a risk exists while men are actually on their way to or from a crow's nest, if they are on insulated rigging.

4. The risk of shock does not depend on the height above deck. It is possible to receive a shock when working about the funnel, for example, in a sloop, where the feeder is quite close.

5. *Ammunitioning Ship*.—During the operation of ammunitioning ship, a risk exists owing to the chance of sparking from the whip, in conjunction with the possibility of cordite cases being damaged.

6. *Explosives and Inflammables on Deck*.—The following are *practical* sources of danger:—

- (a) Electrically fired detonators, fitted charges, etc., on the upper deck, when attached to leads of a greater length than 3 ft., unless they and their leads are completely enclosed in a metal container.
- (b) Primed and fitted controlled mines stowed on the upper deck.
- (c) Aircraft fuelling (*vide* paragraph 13).

7. The following are *potential* sources of danger, but tests have shown that no hazard exists in their connection under working conditions:—

Electric firing leads for gun circuits.  
 Wing tip flares in aircraft.  
 Motor boats fuelling with petrol.  
 Petrol-driven generators in destroyers.  
 Catapult impulse charges.

8. *No hazard* can exist where explosives are completely enclosed in metal cases with no electric cables attached: such as shells, torpedoes, mines (other than controlled mines) cordite in cases, and detonators, fuzes, or tubes in metal containers; nor where explosives or inflammable materials are stowed in turrets, below decks, in magazines, or in store rooms of steel vessels.

#### *Restrictions on W/T Transmissions*

9. (a) *When men are "aloft" (except when they are actually inside an earthed metal crow's nest)*, W/T transmissions are only permitted on:—

Types 43, 44, 45, 51, 75, 81, 83.  
 Transmitters 4H, 4R, 6D, 6E, 7DX.  
 The low power attachments to Types 49 and 50.

(b) *When the explosives and inflammables mentioned in paragraph 6 are on deck*:—

(i) W/T transmission on all sets on frequencies above 4,000 kc/s. is prohibited whilst the explosives or inflammables are within the following distances from the W/T deck insulators:—

H.T. Input Power of Transmitter. (Watts)	Typical Naval W/T Set.	Radius of Dangerous Area in feet, measured from the Deck Insulator.
50, or less	—	24
50-200	N.T.1 valve sets, type 51...	30
200-1,000	Transmitter 5C	70
1,000-5,000	Types 37, 38, 46, 47, 49 and 50	130
5,000-15,000	Type 36 S/M	200
15,000-20,000	Type 48	220

*N.B.*—The factors governing the existence of a hazard are of a complex and variable nature, and although isolated tests in individual ships might show that the actual dangerous area was less than that stated above, the figures in the tables are to be adhered to in order to ensure general safety.

- (ii) W/T transmission on frequencies *below* 4,000 k/cs are only permitted on:—

Types 43, 44, 45, 51, 81, 83.

Transmitters 4H, 4R, 6D, 6E.

The low power attachments to Types 35, 36, 48, 49, and 50.

- (iii) If W/T transmissions not permitted by (i) and (ii) above are considered essential the operations in question are to be suspended and all handling must cease. Any explosives or inflammables which involve a risk must be removed at least six feet from any whip(s), and (if transmissions are to be on frequencies above 4,000 kc/s.) outside the distances from the deck insulator mentioned in (i) above.

#### *Safe to Transmit Boards*

10. (a) The main and second W/T office sets are fitted with a board marked "Safe to Transmit," which, when removed, disclose a notice "Man Aloft or Ammunitioning" alongside some switch which must be handled before the set can transmit on power. In some modern sets this board is replaced by a removable metal plate which actually limits the movement of a switch.

(b) Similar boards or plates, but disclosing a notice "Explosives on Deck," are fitted to each H/F W/T set.

#### *Action by the O.O.W.*

11. (a) Before allowing a man to go aloft, or before the operation of embarking or disembarking ammunition or explosives is begun (*vide* paragraph 9 (b)), the O.O.W. is to send for and retain the "Safe to Transmit" boards from the main and second W/T offices.

(b) Before allowing electrically-fired detonators, fitted charges, or controlled mines, to be joined up or tested within a dangerous *distance* from an H/F aerial (*vide* paragraph 9) the O.O.W. is to send for and retain the "Safe to Transmit" boards from the H/F set or sets.

(c) When the dangerous conditions has ceased to exist, the "Safe to Transmit" boards are to be returned to the W/T offices.

#### *Lightning.*

12. The operation of embarking or disembarking explosives or highly inflammable stores is to be suspended from the time the first thunderclap is heard until the storm has ceased. Any whip or whips are to be removed *at least 6 ft.* from the explosives or inflammables *which involve a risk.*

#### *Frictional Electricity—Aircraft Fuelling.*

13. Hazards exist, when fuelling aircraft, both from W/T and from frictional electricity. The earthing of the machine during fuelling, as a precaution against the generation of frictional electricity, is ordered in current A.F.Os. Provided this precaution is taken, no restriction need be imposed on W/T transmissions.

#### *W/T Earthing Fittings on Masts and Yards.*

14. Ship's staffs should inspect the earthing fittings on masts and yards annually to see that they conform with the general requirements of Specification No. 9521. This specification is only supplied to dockyards but the general arrangement of typical connections is shown in A.F.O. Diagram 35/36 (1-5).

15. After firings and painting down aloft, ships are to make sure that all earthing fittings are clean and making good contact, any doubtful contact bolts being unscrewed, contact surfaces cleaned and bolts screwed up tight again.

16. Should spars be added, or existing spars modified, ship's staff must make the necessary earthing arrangements for all metal bands and fittings and for extending the lightning conductor where necessary, A.F.O. Diagram 35/36 (1-5) being used as a guide.

1081.—*Issued Confidentially.*

**1082.—Torpedoes fitted with Breech Blocks, St. No. 922—  
(24½-in., Mark I, 21-in., Marks VII-IX\*, 18-in.,  
Mark XI and later)—Ignition Gear—Test of Blow  
of Hammers**

(A.S. 1500/35.—7.5.1936.)

It has been decided that the only really satisfactory method of carrying out the test for strength of blow of ignition hammers in the above torpedoes, is to carry out this test on all hammers simultaneously.

Under these conditions the compression of the pellets should not be less than 0.048 in. in each case.

2. In order to permit of the carrying out of this test, the components of sets of gear testing blow of ignition hammers will be revised as shown in paragraph 4.

3. In future, gear testing blow of ignition hammers St. No. T.39 will be accounted for as follows, viz. :—

Boxes, gear testing blow of ignition hammers, complete—

18-in., Marks VII\*\*\*\*\*-VIII\*, and 21-in., Marks II-V.

18-in., Mark XI.

21-in., Marks VII-IX\*, and 24½-in., Mark I.

4. The contents of each of the above boxes will be as follows :—

*18-in., Marks VII\*\*\*\*\*-VIII\*, and 21-in., Marks II-V.*

Extractors for plugs	...	...	...	St. No. 2686	...	1
Igniters, dummy	...	...	...	2685	...	1
Pellets, compression	...	...	...	2690	...	100
Plugs, steel hardened—						
.35 in. long	...	...	...	2688	...	1
.125 in. long	...	...	...	2689	...	1

*18-in., Mark XI.*

Extractors for plugs	...	...	...	St. No. 2686	...	1
Igniters, dummy	...	...	...	2685	...	2
Pellets, compression	...	...	...	2690	...	100
Plugs, steel hardened—						
.35 in. long	...	...	...	2688	...	2
.125 in. long	...	...	...	2689	...	2

*21-in., Marks VII-IX\*, and 24½-in., Mark I.*

Extractors for plugs	...	...	...	St. No. 2686	...	1
Igniters, dummy	...	...	...	2685	...	3
Pellets, compression	...	...	...	2690	...	100
Plugs, steel hardened—						
.35 in. long	...	...	...	2688	...	3
.125 in. long	...	...	...	2689	...	3

5. In order to accommodate the increased allowances of certain components the existing boxes require to be modified, as shown on A.F.O. Diagram 43/36 (1 and 2).

6. These modifications are to be carried out by ships' staffs as necessary.

7. Demands for the quantities of the items detailed in paragraph 4 required to complete the revised allowances are to be forwarded to the nearest torpedo dépôt, and supply will be made on receipt from manufacture.

8. Ships and vessels are to confirm that the ends of all dummy igniters have been recessed for a depth of 0.1 in. to a diameter of 0.29 in. This recess is necessary to avoid the possibility of the castellated nut of the striker fouling the dummy.

If any dummy igniters have not been so modified, the testing sets must be returned to the nearest torpedo dépôt for correction.

9. Torpedo Store Accounts are to be amended as necessary.

10. The necessary amendments to hand books will be issued in due course.

**1089.—Sleeve Valve High Speed Compression Ignition Engines—  
Lubricating Oil—REPORT**

(E. in C./D. 698/36.—7.5.1936.)

It has been found that Shell CY2 and Vacuum D T E Extra heavy lubricating oils are more satisfactory than Service Special Mineral for use in sleeve valve high speed compression ignition engines.

2. Ships fitted with engines of this type may use either of the oils mentioned above for this service, provided that supplies are available and suitable storage arrangements can be made. When supplies of both types can be obtained preference is to be given to CY2 oil.

3. The different oils are not to be mixed in the engine sumps.

4. Ships using these oils are to render a report at the end of six months, stating the oil used and the results obtained.

5. If special mineral oil has been used previously the report is to give a comparison of running experience and maintenance required when using special mineral and the new oil.

**1094.—*Issued Confidentially.***

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**1105.—Eyeplates and Cleats to be Secured by Welding**

(D. 2557/36.—7.5.1936.)

Stamped steel eyeplates and cleats suitable to be secured by welding, are being introduced under Schedule 111, in addition to existing descriptions which are designed to be secured by riveting.

2. The approved designs are shown on sketch, Portsmouth M.C.D. 012411, dated 3rd December, 1935.

3. Welded eyeplates and cleats are only to be used in positions of importance, when they can be tested in place after welding, either by direct loading or in connection with the tests of the lifting systems in which they may be incorporated. They are to be carefully examined after testing.

4. A record of such tests is to be kept and retests arranged periodically. Where not associated with lifting systems for which periodic tests are provided in the Regulations, they are to be tested biennially.

5. An item for these retests is to be included in the relevant defect lists.

6. Demands, Forms D.273, are to be forwarded from home dockyards for quantities to cover estimated requirements to 31st March, 1937, as soon as the necessary amendments to the Rate Book have been promulgated.

**1195.—*Issued Confidentially.*****1200.—Spheres, Correcting—Exchange**

(N.S. 4091/36.—14.5.1936.)

Reports are occasionally received stating that the pattern of correcting sphere allowed in the approved compass equipment for a particular ship does not entirely meet the requirements of the vessel concerned and requesting that spheres of a different pattern may be supplied in lieu.

2. When the local magnetic conditions in a ship necessitate the supply of spheres different from those originally provided, ships may exchange their spheres for a more suitable pattern without further Admiralty authority.

**1255.—Issued Confidentially.****1258.—Shipbuilders' Tubes to Sea-cocks—Examination of Inner Zincs***"Kent" Class and all later Cruisers*

(D. 1960/36.—21.5.1936.)

Consideration has been given to the time required to examine at one docking, all the inner zincs fitted to the shipbuilders' tubes of sea-cocks, this work involving the removal of the sea-cocks and adjacent pipes.

2. It has been found by trial in H.M.S. "London," that corrosion occurs at the inner end of the shipbuilder's tube if the inner zincs are omitted, and the zincs must therefore be retained.

3. As, however, the inner zincs are less active than the outer ones, it has been approved to extend the maximum period between examinations of the former to two years in order to reduce the amount of work at each occasion of docking.

4. A proportion of the inner zincs is to be examined at each docking in rotation so that every zinc and tube is sighted at least once in two years.

5. A record is to be kept by each vessel concerned, stating the date of examination of the inner zincs, etc., the defects found, and action taken to make good.

**1261.—Supply of Messrs. Peacock & Buchan's Boot-Topping Compositions**

(D. 8313/35.—21.5.1936.)

Messrs. Peacock & Buchan are now supplying the following types of boot-topping compositions :—

(a) Protective slate, ready mixed (instead of protective lilac previously supplied).

(b) Anti-fouling black, ready mixed for dry dock use.

(c) Anti-fouling glossy black, ready mixed in 5-gallon containers for dry dock use.

Anti-fouling glossy black, ready mixed in 1-gallon containers for ships' stores.

2. The glossy black anti-fouling supplied for ships' stores is to be used for touching-up purposes on the waterline areas of the outer bottom, and the quantity demanded for carrying on board is to be kept to a minimum.

3. A first application of the glossy black over the black anti-fouling is, however, to be made by the dockyard when coating the outer bottom of H.M. ships.

4. The compositions are of an inflammable nature and are to be stowed in the ship's inflammable store. Appendix II to B.R. 4—Instructions relating to the Supply of Naval Stores to H.M. ships, etc., will be amended in due course.

**1304.—Gun Mountings, 6-in. Twin, Mark XXI—Pivoted Shell-Loading Trays in Gun House**

*H.M. Ships "Leander," "Achilles," "Orion," "Neptune," "Ajax," "Arethusa," "Apollo," "Galatea," H.M.A.S. "Sydney," and Reserve Mountings.*

(G. 04332/35.—28.5.1936.)

Instances have occurred of the breaking of the connecting links of the chain on the pivoted shell-loading trays in the gun house.

2. To obviate the possibility of similar failures in future, attention should be given to the points enumerated in paragraph 3, and action should be taken as necessary.

(C 27002)

T 2



3. (a) Notwithstanding that some vibration of the tray may be apparent when it is not in use, the chain should not be adjusted too tautly when in the stowed position ; adequate working slackness must be allowed in the chain to accommodate any slight discrepancies in the machining or alignment of the sprockets.

(b) It should be confirmed that the chain is assembled on the sprockets in such a position that the blocks on the adjusting screws, or the links adjacent thereto, cannot override the sprockets in any position of the tray.

(c) Care should be taken when loading that force is not applied to swing the tray until the locking bolt has been withdrawn.

(d) The thickness of the rubber buffers at the front of the tray should be adjusted as necessary, to avoid any excessive load on the chain as the locking bolt is inserted when the tray is swung to the loading position.

(e) A stop, as shown on Drawing No. N.10468, is to be fitted to the tray to prevent excessive load on the chain as the tray is swung to the receiving position.

4. Ships concerned are to include an item in the next list of approved alterations and additions, classification "A," for the fitting of the stop referred to in paragraph 3 (e) and for the balance of the elevating parts to be adjusted to compensate for the fitting of the stop.

5. The stops are to be made and fitted by dockyards.

6. Prints of Drawing No. N.10468, showing the arrangement and details of the stop, and part Drawing No. N.1217, showing additional holes to be drilled in the balance ring to maintain the balance of elevating parts, have been forwarded to all yards concerned for information in carrying out the work.

1307. } *Issued Confidentially.*  
1308. }

### 1312.—“ Short ” Type Rubber Buoys for Aircraft— Instructions for Maintenance

(H. 2113/36.—28.5.1936.)

The following instructions are to be observed in the maintenance of “ Short ” type rubber buoys, supplied for seaplane moorings. (*See A.F.O. Diagram 50/36.*)

1. *Inspection and General Maintenance.*—(a) The general condition of the buoys is to be inspected frequently.

(b) The buoys are to be taken ashore once every six months and all wire ropes scrubbed and greased, and shackles, wire ropes, and fittings replaced and re-served as necessary. Buoys to be cleaned, repainted, and re-inflated as necessary, with due attention to remarks contained in paragraph 2. A forelock is never to be used a second time and, therefore, if a pin has to be removed from any serviceable shackle, it is to be re-secured by a new forelock.

2. *Reinflation of Buoys.*—An air pressure of  $\frac{1}{2}$  lb. per sq. in. is placed in these buoys in order to retain their shape. An increased pressure will not make the buoy function more satisfactorily, and will have a detrimental effect on the rubber. Therefore, these buoys should not be inflated with extra air unless they definitely lose shape when freely suspended.

3. *Cleaning and Repainting (a).*—The buoys are delivered with the surface coated with a red paint. It is necessary that this covering paint be maintained in good condition, as it acts as a preservative to the rubber against oxidation and cracking. When a portion of the paint has been removed by abrasion, atmospheric or other effects, it should be replaced. Before any repainting operations are commenced, the surface of the buoy must be thoroughly cleaned and dried. If attention is not paid to this point the paint will peel off and unsatisfactory results obtain.

(b) *Cleaning.*—The buoy must be thoroughly washed with fresh water. Soap may be used, providing it is subsequently removed by washing with clean fresh water. All salt must be removed from surface. The rubber buoy must be thoroughly dried.

When dry, the buoy is to receive a further cleaning by means of a cloth dipped in aviation spirit. Ethyl, or other fuel containing lead, must not be used.

(c) *Repainting.*—The repainting operation must be carried through directly after the cleaning operations have been satisfactorily performed.

(i) Red paint is supplied ready for use and requires no treatment other than stirring. Approximately, 1 lb. of paint is sufficient to completely cover one buoy.

(ii) No oils, solvents, spirits or driers are to be added other than that referred to in next paragraph.

(iii) If for any reason the paint is too thick, a small quantity of genuine turpentine may be used as a thinner, but this will only be required in exceptional cases.

(iv) Paint should be thoroughly dried before the buoy is again put into service. Whilst it is necessary to remove any loose paint from the surface of the buoy to be repainted, it is not necessary to remove any original paint so long as it adheres firmly to the rubber.

4. *Supply—Warning as to Inflammability.*—Due precautions must be taken in the use and storage of the paint, owing to its inflammable nature.

5. The undermentioned special reserves are held at Yards shown to cover replacement requirements for this service which cannot be met from general stocks. Quantities of the red paint (special dope) required to replenish the reserve should be obtained from Chatham, which Yard should obtain requirements direct from R.A.F. Stores Depôt, Kidbrooke, S.E.

Description.	Portland.	Rosyth.	Invergordon.	Trincomalee.
	No.	No.	No.	No.
"Short" type rubber buoy...	—	—	—	1
	Galls.	Galls.	Galls.	Galls.
Red paint (special dope) ...	2	6	6	2
	No.	No.	No.	No.
Anchors, 30 cwt. ...	—	—	—	2
				Fathoms.
Chain cable, M.Q., $\frac{7}{8}$ in. ...	—	—	—	15
Shackles, anchor :—				No.
Clench, $\frac{7}{8}$ in. ...	—	—	—	2
Forelock, $1\frac{1}{4}$ in. ...	—	—	—	2
Shackles, harp ...	3	6	6	2
Forelocks ...	9	18	18	6

Publication affected—B.R. 10 (1)—Admiralty Standard Moorings, which will be amended in due course.

**1318.—Echo Sounding Gear in H.M. Ships—Impaired Results due to Deterioration of Paint on Inside of Hull**

(S.D. 591/36.—28.5.1936.)

An instance has recently occurred in one of H.M. ships where failure to obtain an echo with Type 752 echo sounding installation was found to be due to the paint on the hull plating inside the hydrophone tank becoming spongy and muffling the echo.

2. The difficulty was overcome by scraping off the spongy paint and applying a coating of boiled oil to the hull plating.

3. The condition of the paint inside the hydrophone and transmitter tanks is to be examined in all ships fitted with Type 752, in which poor reception and/or transmission is experienced.

**1348.—Gun Mountings, 15-in., Mark I and Mark II—Large Scale Trial of Cooper's Lubricant in Swashplate Engines—REPORT**

(G. 2171/36.—4.6.1936.)

Trials extending over a period of years indicate that Cooper's No. 4 Semi-transparent lubricant is as satisfactory as far as lubrication of swashplate engines is concerned as the authorised mixture of lard oil and mica grease, whilst the cost is very much less.

2. On the next occasion of refilling the swashplate engines of 15-in., Mark I and Mark II mountings with lubricant, Cooper's lubricant should be employed, the necessary amount being drawn from Yards. One rammer engine and one training engine in each turret should be filled with Cooper's lubricant, and reports on the condition of the engines should be forwarded to the Admiralty through the local administrative authority after six months', and twelve months' use. These reports are not to be forwarded as part of the Register for non-transferable gun mountings S.1151.

**1351.—Issued Confidentially.****1353.—Director Training Motor—Starters***"Leander" and "Arethusa" Classes.*

(T. 1673/36.—4.6.1936.)

A report has recently been received from one of H.M. ships stating that the starter of the director training motor came "OFF" during full calibre firing.

2. It was found on examination that the contactor air gap was not correctly adjusted and also that the tension of the contact springs was too low, with the result that a sharp blow with a mallet was sufficient to bring the starter off.

3. Ships' Officers are to examine these starters and to ascertain that all adjustments are correctly made.

**1357.—Issued Confidentially.**

**1363.—Motor Boats—Fast Type—Maintenance of Machinery**

(E.-in-C./M.F. 20047/35.—4.6.1936.)

Paragraph 12 of this Order indicates by classes the number of new fast motor boats already on service, ordered or contemplated.

The types of machinery for those not yet ordered will, it is anticipated, be largely “repeats” of those already on service, whereby a considerable measure of standardization will be attained.

The handling and maintenance of the machinery for these boats involves certain departures from established practice and attention is particularly directed to the following :—

(1) The machinery in all cases is controlled by the coxswain but in boats larger than dinghies it is recommended that a stoker be included in the crew to attend to the lubrication and circulating water services, change sparking plugs and make other minor adjustments when required, and to assist with the fuelling of the boat.

(2) The engines are of the light high speed petrol type, and have two ratings : “Continuous” and “Emergency.” The “Continuous” rating is the maximum at which the engine is to be operated normally ; the “Emergency” rating is intended to be used only for the saving of life or other adequate reason and cannot be relied upon for periods longer than half-an-hour.

The approximate power and speed of revolution corresponding to the “Continuous” and “Emergency” rating of each type of engine is shown in paragraph 13.

Where not already provided, a hinged stop or equivalent device should be fitted to each throttle lever by ship's staffs to ensure that the “Continuous” rating is not exceeded inadvertently. The position of the stop should be such as to limit the engines to the “Continuous” revolutions (see paragraph 13), when the boat is carrying the trial load, as defined in paragraph 12.

*Should the boat be loaded above this trial load no attempt should be made to force the engines up to their “Continuous” revolutions by lifting the stop : while in the case of boats fitted with more than one engine, if one engine should fail the remainder must on no account be run at full throttle.*

For the same reason and also to safeguard the thrust and clutch gear, a substantial reduction of engine speed must be accepted when towing.

(3) The engines are designed to run on No. 3 petrol or arisings of aviation spirit except when the latter are lead-doped fuels of high octane number. The approved lubricating oil, with one exception (see A.F.O. 2044/35) is service special mineral oil. (The provision of a special lubricating oil suitable for all service types of internal combustion engines is under consideration.)

(4) Constructionally and by their position in the boat, the engines are as a rule inaccessible for overhaul or major repairs in place. Special provision has therefore been made for their ready removal as a whole, and timed demonstrations with each type have shown that this operation can be carried out in two hours or less.

(5) In addition, spare engines are provided in the ratio of one spare to four working, or such higher proportion as may be necessary to ensure that at least one spare is available for each type of engine allocated to each ship, flotilla or Establishment concerned. A generous allowance of spare gear based on the number of working engines is also provided with each boat.

(6) In the absence of any instructions to the contrary, the spare engines are to be carried on board by all ships, except Leaders and Destroyers. For Leaders and Destroyers they are to be carried in the Depôt ship, or if there is no Depôt ship, in the Dockyards or Parent ship.

In the case of boats attached to home and foreign ports or other Establishments, the engines should be refitted by the associated Dockyard unless adequate facilities exist in the Establishment itself.

When an engine is sent to a Dockyard, a Defect List should be rendered showing either :—

- (a) That the engine is returned for overhaul after completion of its normal running period, together with particulars of any difficulties experienced during running, or
- (b) The nature of the defects if the engine is returned for repairs.

Similar information should be furnished on the appropriate Weekly Repair Sheets when the engines are returned to Depot ships.

(7) Periodically, each engine is to be removed from the boat for complete overhaul and a spare engine substituted. The maximum running time between overhauls varies somewhat with the different types of engine and, pending experience, the engine maker's recommendations should be followed in this respect : in general it is between 300 and 500 hours. To ensure that these periods are not exceeded, a daily record is to be kept of the running time of each engine, and some makers provide a special log-book for this purpose.

(8) The periodical overhaul is to include complete stripping down and examination and gauging of all parts. In this connection it is desired to emphasise that :—

- (a) It will frequently be less economical to recondition worn or defective parts than to replace them by new from the spare part equipment, in certain instances the latter being desirable apart from cost, *e.g.*, bearing brasses. A knowledge of the cost of the individual items of spare gear is necessary in this connection, and the makers priced lists should be available for reference by the Dockyards.

As an example, it would clearly be uneconomical, apart from the possibility of over-stressing a highly rated engine, to bore out worn cylinders and fit oversize pistons in a "Power" 65/95 H.P. engine, when a new cylinder block can be bought for £14.

- (b) Care is essential if replace parts are made on board or in the dockyard, to ensure that the material is suitable for the purpose, observing that special steels and materials are employed for certain parts in a number of these engines.
- (c) To ensure that a spare engine is always available to replace one due for overhaul or one which may become defective, it is essential that the refit of each engine should be commenced as soon as it is removed from the boat and carried to completion as rapidly as possible.

The attention of Dockyard Officers is specially directed to the importance of this in cases where the maintenance of the engines from Destroyers and other boats devolves upon them.

On completion of the overhaul, the engine is to be tested in the shop and the test witnessed by ship's officers if available.

(9) The organisation of Ships and Establishments to which these boats are allocated should provide that a daily examination of each Duty Boat is carried out under the supervision of an Engineer officer. This examination should include the whole of the ignition system and the battery ; a test of the electric starting and charging arrangements ; replenishments with fuel and oil ; tests of the steering, clutch and reverse gears, and of all parts to which attention is specially directed by the makers.

At the conclusion of the examination the engines should be run unclutched at a moderate speed for a period of not less than five minutes.

(10) The starting and also the ignition of the engines in many cases is entirely dependent on the battery, hence the maintenance of the batteries is of particular importance, and arrangements should be made whereby recharging of the batteries can, if necessity arises, be effected by cable from the parent ship.

(11) When first taking over one of the new type boats from a Dockyard or elsewhere, an Engineer officer should always attend to supervise the transaction and carry out the necessary trials, while the coxswain, whenever practicable, should be given preliminary instructions in the handling of a similar class of boat.

(12) Following is a list of the boats with types of engines fitted, and trial load for setting throttle-stop :—

*Fast Type Motor Boats*

Boat.	Approx. No. of boats on service ordered or provided for in 1936.	Types of engines fitted and No. of cylinders.	Trial load for throttle-stop setting (see para. 2).
45 ft. multiple screw motor picket boat and barge.	20	" Power " 6 Parsons K.6M Thornycroft R.B.6 Vosper V.8	Full fuel and equipment and 14 men.
40 ft. triple screw target launch.	2	" Power " 6	Full fuel and equipment and — men.*
37½ ft. twin screw motor boat.	8	" Power " 6	Full fuel and equipment and 10 men.
35 ft. twin screw motor boat, barge, and seaplane tender.	25	Thornycroft R.D.6 " Power " 6 Vosper V.8	Full fuel and equipment and 10 men.
30 ft. single screw motor boat and barge.	5	" Power " 6 Parsons K.6M Birmal 6	Full fuel and equipment and 8 men.
25 ft. single screw motor boat.	48	" Power " 6 Vosper V.8 Thornycroft R.A.4	Full fuel and equipment and 6 men.
24½ ft. single screw motor boat and barge.	3	" Power " 6	Full fuel and equipment and 6 men.
18 ft. single screw refuelling dinghy.	1	" Power " 4	Full fuel and equipment and 4 men (refuelling tanks empty).
16 ft. single screw motor dinghy.	127	Vosper 4 " Power " 4 Birmal 4. Ferry C.M.4 Thornycroft R.A.4	Full fuel and equipment and 3 men.

\* Loading not yet decided.

Paragraph 13.

The approximate power and speed of revolution corresponding to the "Continuous" and "Emergency" ratings of the engines is :—

Type of Engine.	Continuons Rating Power/R.P.M.	Emergency Rating Power/R.P.M.
Vosper V.8 ... ..	60/2,800	75/3,000
Vosper 4 ... ..	40/2,500	50/2,700
" Power " 6 ... ..	60/2,300	95/3,000
" Power " 4 ... ..	24/2,800	28/3,000
Thornycroft R.B.6 ... ..	120/1,700	150/1,950
Thornycroft R.D.6 ... ..	110/2,000	140/2,500
Thornycroft R.A.4* ... ..	50/2,100	70/2,500
Thornycroft R.H.4 ... ..	18/2,300	24/3,000
Parsons K.6M ... ..	110/2,200	140/2,500
Birmal 4 ... ..	27/2,700	32/3,000
Ferry C.M.4 ... ..	} Not yet established.	
Birmal 6 ... ..		

## Paragraph 14.

*Spare Engines—History Record*

The procedure for taking the spare engines on charge and accounting for their subsequent transfers is indicated in the following paragraphs :—

- (a) The engines will be identified by the maker's name and number, and a separate sheet for the insertion of the relevant particulars will be supplied for each engine (whether actually fitted or spare) for inclusion in Form D.320B. This sheet is intended to provide a record of the history of the engine. When the engine described is fitted in a boat, the sheet is to be inserted in the D.320B for the boat ; when supplied or held as spare, the sheet is to be enclosed in the covers of this form, with the title suitably amended, to show the make and type (but not the number) of the engine referred to.
- (b) When a boat's engine is changed, Form D.320B for the boat is to be adjusted accordingly by the transfer of the appropriate history sheets. When a spare engine is re-allocated, the history sheet for the particular engine transferred is to accompany the engine.
- (c) Sheets and Forms are to be prepared in accordance with the above instructions for each fast motor boat and spare engine at present on charge. In the cases of engines which have already been transferred, the relevant history sheets are to be brought up to date and the particulars required are to be furnished as fully as practicable.  
Forms D.320B and history sheets are to be prepared by Dockyards for fast motor boats and spare engines at the Yards and by Ships' Officers having fast motor boats and/or spare engines on their charge. In the latter case, any question which may arise as to the particulars of the engines on charge should be referred to the Dockyard from which the boats or engines were issued.
- (d) Forms D.320B for fast motor boats supplied in future and a history sheet for each new engine are to be prepared as indicated in the above instructions and should be issued in accordance with the usual distribution for D.320B.

In the case of new spare engines, certificates A and B, amended as necessary, are to be included with the history sheet.

D.320B.—History Sheets are being provided and demands for these sheets should be made as necessary on R.N. Store Depôt, Royal Victoria Yard, Deptford.

A supply for immediate requirements is being made to the C.-in-C., Mediterranean, for use in connection with boats attached to ships of the Mediterranean Fleet.

(A.F.O. 2044/35.)

### 1427.—Gun Mountings, 8-in., Mks. I and I\*, H.C.P.—Training Control Gear

(G. 1117/36.—11.6.1936.)

In view of reports received, the lever, shaft and pinions, Items 16 and 13, Plate 20, O.U. 6214A, are to be removed by ship's staff and returned to dockyard by all ships concerned, except "Kent" and "Sussex," and a locking plate should be fitted to the main valve similar to that already fitted to the auxiliary valve.

2. As turret trainers in "Kent" and "Sussex" are accustomed to the H.C.P. gear, the modification in these ships may be deferred until they recommission, or until ship's officers are satisfied that the efficiency of turret trainers will not be adversely affected thereby.

### 1434.—Mark VIB Searchlight Lamp—Modified Negative Control Clutch—Trials—REPORTS

(T. 1581/36.—11.6.1936.)

Sea trials are to be carried out in the following ships with a modified negative control clutch for the Mark VIB searchlight lamp :—

"Orion," "Neptune," "Leander," "Nelson," "Rodney," and "Repulse."

2. This modification is being tried since it is much cheaper and easier to manufacture than the corresponding gear in the standard lamps.

3. Reports on the following points should be rendered by the above ships to the Admiralty through their administrative authority in 12 months after fitting the gear:—

- (a) Does the trial gear function as satisfactorily as the standard gear?
- (b) Does it show signs of excessive wear, particularly on clutch pin and jaws?
- (c) Are there any objections to fitting it in future and repaired Mark VIB lamps?

4. Sets of instructions for fitting the negative control clutch will be supplied from H.M.S. "Vernon" to the Superintending Naval Store Officer, Portsmouth, for issue with the sets of parts to the ships concerned.

### 1440.—W/T, Type 43X—Replacement by Type 43Y— REPORT

*Home and Mediterranean Fleets—Capital Ships, Cruisers, Aircraft Carriers, Depôt and Repair Ships.*

(S.D. 328/36.—11.6.1936.)

Type 43X as fitted in a large number of ships is of an out-of-date design and unstable. It has therefore been decided that it may be replaced, if found desirable, in capital ships, cruisers, aircraft carriers, depôt and repair ships of the Home and Mediterranean Fleets by a more modern set, to be known as type 43Y, which may be operated direct from 220 volt mains, and should be made up in accordance with the following instructions.

2. *Stores.*—The majority of the components must be made up on board or purchased from W/T improvement funds. In certain cases, however, suitable pattern articles exist. Where these are already available as spares for W/T sets fitted, they are to be used without demands being made in replacement. If they are not carried, ships concerned may demand them, quoting this order as authority. The pattern article stores are as follows:—

<i>Pattern No.</i>	<i>Article.</i>	<i>Number.</i>
7439	Valves, NT20 ... ..	6
8416	Holders for valve, wireless, 4-pin (box of parts) ...	3 (boxes)
8426	Washer, flexible, for 4-pin "R" valve mounting...	3
8221A	Condenser, fixed, 0·5 jars ... ..	3
4997	Condenser with feet, 1 mfd. ... ..	2
8224 or 8441	Condenser, fixed, 0·1 mfd. ... ..	2
8417	Resistance rod, 2½ in., 20,000 ohms ... ..	2
7463	Resistance rod, 2½ in., 5,000 ohms ... ..	1
7569	Ammeter, 2½ in. dial R.F., 0–1 amp. ... ..	1

3. *Constructional Details.*—A.F.O. Diagram 55/36 shows the circuit, which consists of a modulator, master oscillator, and output stage, each of which uses an NT20 valve. The master oscillator must be screened from the remainder of the set, as shown by the dotted line. The aerial tuning condenser should also be screened from hand capacity.

4. The values of the components are as follows:—

		<i>Most suitable Pattern Number.</i>
C1, C2, C3 ... ..	0·5 to 5 jars ... ..	8221A
C4, C5 ... ..	1 or 2 mfd. ... ..	4997
C6, C7 ... ..	0·1 mfd. ... ..	8224 or 8441
C8, C9 ... ..	0·0005 mfd. variable.	
C10... ..	0–15 cm. semi-variable.	
C11... ..	0·0002 mfd.	
R1 and R2 ... ..	20,000 ohms ... ..	8417
R3 ... ..	5,000 ohms ... ..	7463
R4 ... ..	284 ohms	
Aerial ammeter ...	1 amp. R.F. ... ..	7569



- L1, L2 ... ... Antiparasitic chokes. 20 turns of thin wire (No. 26 to 34 S.W.G.) on  $\frac{3}{8}$  in. or  $\frac{1}{2}$  in. former spaced 12 turns per inch.
- L3 ... ... 18 turns of No. 18 S.W.G. on  $2\frac{1}{2}$  in. former (preferably Becol or other similar ribbed material), wound 8 turns per inch, H.T. tapping fixed 7 turns from grid end of coil.
- L4 ... ... 16 turns of thin wire (No. 26 to 34 S.W.G.) interleaved with L3 on the same former, centre tapped, and placed with one end of winding near grid end of L3, leaving the last two turns of L3 free.
- L5 ... ... R/F choke, wound with No. 34 S.W.G. on 1 in. former 6 in. winding length, spaced winding, with space about equal to diameter of wire between turns.
- L6 ... ... Should have at least 50 microhenries inductance. A suitable coil may be constructed of 30 turns, 4 in. diameter, of No. 18 bare S.W.G. copper wound, 6 turns per inch, on four or six ebonite pillars, drilled or slotted to take the wire. Alternate turns should have solder tags, or short pieces of wire soldered to them for tapping purposes. Theseappings should be spaced round the diameter of the coil to avoid the clips shorting turns. The clips can be commercial "crocodile" clips. Alternatively, this coil may be wound with No. 18 D.S.C. S.W.G. copper on a 3 in. former. About 36 turns in two inches of winding length should give sufficient inductance for tuning. To provide tapping points it is recommended that four strips of Empire cloth be placed vertically down the former and every second turn of the winding be placed above one of the strips of cloth to provide points for soldered connections. If each piece of cloth be used in turn there should be four or five of such points on each strip of Empire cloth. Short stiff pieces of wire should then be soldered to the turns above the Empire cloth, for tapping points.
- L7 and L8... ... These are slab coils each consisting of 700 turns of No. 26 D.S.C. copper wire. Internal diameter  $1\frac{1}{2}$  in., thickness  $\frac{1}{2}$  in. They should be mounted side by side with a piece of  $\frac{1}{8}$  in. ebonite or paxolin sandwiched between them.

5. The valve filaments, which must be connected in parallel, require 0·75 amps. at 6 volts. They may be fed either by a battery or from the mains through a resistance (as in the diagram). This resistance, which will dissipate 160 watts, may be made with about 27 yards of No. 34 S.W.G. Eureka wire.

6. *Operation.*—To set the neutralising condenser (C10), disconnect the aerial, and the H.T. supply to the output valve, and connect a radio-frequency milliammeter (Pattern 7206) between the aerial terminal of C9 and earth. Tune the output circuit to the master oscillator, and adjust the neutralising condenser till the reading in the milliammeter is a minimum. Then slightly vary the master oscillator tuning to increase the milliammeter reading to a maximum, and re-adjust the neutralising condenser to give a minimum reading again. Repeat this until no current (or very little) in the milliammeter can be obtained, when neutralising will be complete; the milliammeter can then be removed and the aerial joined up.

7. The position of the anode tap must be carefully adjusted to give maximum aerial current.

8. *Report.*—If this set is fitted, the fact is to be reported in the Half Yearly Report of Signalling Equipment.

9. *Accounting.*—Type 43Y will be in the nature of an extemporised W/T set, and no establishment list of stores will be prepared. In these circumstances, the procedure indicated in Art. 162A of B.R.4 (Instructions relating to Supply of Naval Stores to H.M. Ships) should be followed in respect of accounting for W/T components. Ships should prepare manuscript lists of the components for use as supporting documents to the Permanent Loan Lists.

# 1445.—Colours and Markings to be used for Piping Systems in H.M. Ships, and Colours for “As Fitted” and Working Drawings for Pipe Lines

(D. 4594/36.—11.6.1936.)

(*This reprint embodies A.F.O. 52/36.*)

As a result of recommendations of the Robinson Committee on Visual Standards, it has been decided that the colours and markings shown on A.F.O. Diagram 66/36 are to be used for painting pipes on board H.M. ships, and these colours are to be used in representing these pipes on the drawings supplied to the ships.

2. The new diagram is to apply to all new ships and to ships taken in hand for large repair, when care is to be taken by the dockyards concerned that a copy of the order is placed on the ship's book.

3. For other existing ships the work involved is to be undertaken by the ships' staffs, the necessary materials being provided by the dockyard.

4. The colours laid down above are not to be used in representing the unmentioned pipe lines, etc., on the drawings prepared for H.M. ships. For these, where the pumping, flooding and draining arrangements and the fresh and salt-water services are shown on separate drawings, the following colour scheme is, in future, to be adopted:—

## *Pumping, Flooding and Draining Drawings.*

## *Colour.*

- |   |               |
|---|---------------|
| (a) Main service pipe, branches and connections ...   | Blue.         |
| (b) Main suction pipe, branches and connections ...   | Red.          |
| (c) Sea-cocks and sea flooding arrangements ... ..  | Yellow.       |
| (d) All fire and bilge pumps and bilge ejectors and lead of pipes in the machinery compartments | Burnt Sienna. |

## *Fresh and Salt-Water Drawings.*

- |  |         |
|--|---------|
| (e) All salt-water piping connections ... ..   | Yellow. |
| (f) All fresh-water piping, pumps and their connections ... ..   | Blue.   |
| (g) All hot water piping, valves, etc. ... ..  | Green.  |
| (h) All flushing and draining arrangements and fittings, etc., in connection with discharges from w.c.s, heads, baths and washplaces ... | Pink.   |
| (k) Fresh-water tanks, outlines of ... ..  | Black.  |

5. The above instructions apply generally to submarines, but in these ships the appropriate colours are to be painted on the flanges only.

6. The colours indicated in A.F.O. Diagram 66/36 are to be used except as follows:—

## *Pipe Service.*

## *Colour of flange.*

- |   |            |
|---|------------|
| Low pressure air service ... ..               | Vermilion. |
| Main line system and suction therefrom ... .. | Black.     |

7. In the event of there being no flanges suitably placed, a band of applicable flange colour 3 inches broad should be painted round the pipe.

**1490.—21-in. Bow and Stern Torpedo Tubes—Securing Bands for Torpedoes in Stowage Trolleys**

*H.M. Submarines "Oberon," "Odin," "Parthian," "Rainbow," and "Thames" Classes, "Porpoise," "Grampus," "Narwhal," "Swordfish," "Sturgeon," "Starfish," "Seahorse," "Sealion," "Snapper," "Shark," "Seawolf," "Salmon" and Dockyards concerned.*

(T. 782/36.—18.6.1936.)

When the existing sword matting type of torpedo securing bands become defective they are to be replaced by similar bands of wire ribbon.

2. An item for this work should be inserted in the next defect lists of the vessels concerned.

**1495.—Submarine H.P. Air Systems, Union Nuts, Pattern No. 1802**

*H.M. Submarines, Depôt Ships and Dockyards.*

(T. 1698/36.—18.6.1936.)

It has been brought to notice that several union nuts, Pattern No. 1802, in connection with the engine H.P. air systems in H.M. submarines, have developed small cracks on the outer face of the flange at the end of the nut.

2. In some instances these cracks may be seen under visual examination, whilst in other cases they have shown up after polishing and etching with a dilute solution of nitric acid.

3. Union nuts of this pattern should be examined by depôt ships' staffs and dockyards when these systems are stripped down, and any nuts found defective should be replaced.

**1499.—Fire Fighting in Submarines—Modification to Fire Extinguishers—Recommendation re Gas Masks, etc.**

(M.F. 3986/36.—18.6.1936.)

The Pyrene type of fire extinguisher supplied to submarines is for use with the motor boat, and is not to be used inside the submarine. Foam type fire extinguishers are not to be used for fires in electrical apparatus until the electrical supply to the apparatus involved has been switched off.

2. In order to minimise the risk of electrical shock to the operator when using the Foam type of extinguisher in submarines, in dealing with fires in the neighbourhood of electrical fittings, all extinguishers of this type in submarines are to be fitted with a 4-ft. length of flexible hose of insulated material, together with a 12-in. nozzle, also of insulated material. The two handles on the extinguishers are also to be covered with split rubber tubing, Pattern 20 or Pattern C.2415C, secured by insulated tape.

3. The present respirator, anti-gas, gives protection against smoke and may be used where such protection is necessary, but it must be borne in mind that this respirator does not make any provision for lack of oxygen, nor does it afford any protection against CO or CO<sub>2</sub> gas.

4. It is undesirable to use D.S.E. apparatus for fire fighting.

5. The anti-flash gloves already provided should be worn as necessary.

**1500.—Issued Confidentially.****1501.—Spreaders for Kites, Patterns 1801 and 1802—Return of**

(N.S./C.P. 10788/36.—18.6.1936.)

The metal hinges on the spreaders from unserviceable and damaged Kites, Patterns 1801 and 1802, can be used, after re-conditioning by contractors in the manufacture of new kites thus effecting a saving in the contract price. The work of extracting the hinges will be undertaken by contractors, who have offered 5s. per pair for them.

2. The main spreader of each kite, consisting of three pieces of wood joined by two complete hinges, is, if the hinges are considered fit for re-conditioning, to be returned to store and taken on main ledger charge at a Professional valuation under Subhead E, item 12, and the quantities available are to be shown in yard demands.

3. Instructions regarding the issue of spreaders to contractors for the manufacture of new kites will be given by the Admiralty from time to time.

## 1506.—Towing Targets—Allowances and Accounting Arrangements

(N.S. 3448/35.—18.6.1936.)

(This reprint embodies A.F.O. 2553/36.)

The present practice of allowing targets, Patterns V and VII, to individual ships will be discontinued, and replaced, in general, by the maintenance at Bases of central pools from which targets can be drawn temporarily, as required.

2. *Deleted.*

3. Targets are in future to be maintained at Yards and Bases as follows, and issued temporarily to ships as required :—

	Pattern V.	Pattern VII.
Chatham ... ..	2	—
Sheerness ... ..	—	2
Portsmouth ... ..	2	2
Devonport ... ..	2	2
Gibraltar ... ..	2	—
Malta ... ..	8	4
Bahrein ... ..	4	—
Singapore ... ..	2	—
Hong Kong ... ..	3	—
Wei-Hai-Wei ... ..	2	—
Simonstown ... ..	1	—
Bermuda ... ..	3	—

In addition, ships are to carry the following targets :—

### *Home Fleet*

*2nd Cruiser Squadron*—Two Pattern V targets to be carried in the Squadron for gunnery and air practices when ships are away from their Home Ports or Fleet Bases.

*Destroyers.*—In normal circumstances one Pattern V target to be carried in four destroyers (one target each) in each Flotilla, but all destroyers to be fitted to carry a target of this pattern.

### *East Indies*

Each cruiser to carry one Pattern V target on board. A target pool at Trincomalee will not, therefore, be necessary.

4. The stores required for towing targets, Patterns V and VII, should continue to be supplied to each ship, viz. :—

Shackles, joining, $\frac{7}{16}$ in. ... ..	1
Swivel pieces, $\frac{7}{16}$ in. ... ..	1
Reels, Pattern 7 ... ..	1
Rope, S.W., flexible, galvanised, $1\frac{1}{2}$ in. ... ..	300 fms.

5. The targets to be maintained at Yards in accordance with paragraph 3 should be held on a subsidiary Fleet Target account, and when drawn from main ledger charge to this account the value should be charged to the heading "Battle Practice and other Targets" under Subhead E of the Programme. The cost of any dockyard repairs necessary after use by H.M. ships should be charged to Account 88C Manufactures.

6. The accounting arrangements referred to in paragraph 5 are to apply also to Pattern VI targets.

7. Any targets surrendered by ships under the authority of this order, and those already held on deposit for ships, should be taken on ledger charge at the Dockyards.

**1548.—***Issued Confidentially.***1549.—“ Y ” Marked Cartridges—Supply to Depot Ships**

(A. S. 3503/36.—25.6.1936.)

In order to facilitate supply and expenditure of M.C. and Mark I cordite, it has been approved for cartridges containing these natures of cordite, main and sub-lots, which have been marked in accordance with Article 55, Naval Cordite Regulations, to be supplied to destroyer and submarine depot ships for attached vessels.

The Naval Cordite Regulations will be amended as necessary in due course.

**1556.—Ball and Roller Bearings of Electrical Machinery other than High-speed W/T Machinery—Greases for Lubrication**

(N. S. 10448/33.—25.6.1936.)

The following decisions have been made respecting the lubrication of ball and roller bearings of electrical machinery (other than high speed W/T machinery).

- (a) The use of Stauffer C grease is to be restricted to the lubrication of the ball and roller bearings of electrical machinery already containing this grease.
- (b) Belmoline R.B. is to be regarded as the standard grease for the lubrication of the ball and roller bearings of electrical machinery.
- (c) The use of H.M.P. grease, Pattern 836, should be discontinued forthwith, Belmoline R.B. being used where additional lubricant is required for a bearing already containing H.M.P. If, however, it is necessary to dismantle a bearing containing H.M.P. grease, Pattern 836, it should be thoroughly cleaned and Belmoline R.B. used.
- (d) If for any reason it is necessary to dismantle a bearing containing Stauffer C grease, or whenever a suitable opportunity occurs to dismantle such a bearing, it shall be thoroughly cleaned and lubricated with Belmoline R.B. On no account should Belmoline R.B. be added to a bearing already containing Stauffer C.
- (e) The use of Crimsangere should be continued for bearings already lubricated with this grease and also in special circumstances where it is represented by the suppliers of the machinery that the use of this grease is necessary for its satisfactory operation.

2. A conspicuous part of each bearing lubricated with Stauffer C or Crimsangere should be painted green or red respectively. Collapsible tubes or other containers of these greases in use on board H.M. ships should be painted green or red to correspond. Bearings lubricated with Belmoline R.B. need not be specially marked.

The grease guns used for the greases should also be correspondingly painted.

3. Belmoline R.B. is a softer grade of soda soap grease than H.M.P. and is suitable at low as well as high temperatures. In order to simplify procedure and avoid the risk of accidental mixing of greases of entirely different types, early discontinuance of the use of Stauffer C (a lime soap grease) is desirable. Every favourable opportunity should therefore be taken to comply with (d).

4. Attention is drawn to the importance of cleanliness in dealing with lubricating greases. Grease containers, Pattern 4415 (the collapsible tubes referred to in paragraph 2) which hold approximately  $1\frac{1}{4}$  lbs. of grease, were introduced for the purpose of keeping greases free from grit, dust or other foreign matter and to render their application easy. The use of these containers should also result in economy by reducing waste incidental to the abstraction of grease from open-top containers in small quantities.

5. This Order supersedes all previous instructions respecting the type of grease to be used for the lubrication of the ball and roller bearings of electrical machinery (other than high speed W/T machinery).

6. Purchase of a first supply of Belmoline R.B. grease has been arranged as follows, at a cost of about  $4\frac{1}{2}d.$  a lb..

<i>Chatham.</i>	<i>Sheerness.</i>	<i>Portsmouth.</i>	<i>Devonport.</i>
602 lbs.	392 lbs.	336 lbs.	602 lbs. (in 7-lb tins).

A further 2,247 lbs. in 7-lb. shipment tins are being purchased for delivery at Chatham, and should be distributed as follows:—

Malta ...	...	...	...	...	896 lbs.
Gibraltar ...	...	...	...	...	28 „
Simonstown ...	...	...	...	...	91 „
Hong Kong ...	...	...	...	...	896 „
Bermuda ...	...	...	...	...	224 „
Trincomalee ...	...	...	...	...	112 „

Future demands should be on the basis of expenditure.

7. O.U. 6184/30 (Instructions for the Maintenance of Naval Ordnance and Gun Mountings) will be amended accordingly in due course.

## 1560.—W/T, Types 51H/HX and 83—Listening-through Switch—Disconnection

### *Flotilla Leaders and Destroyers*

(S.D. 513/36.—25.6.1936.)

Reports show that no untoward effects will result from the disconnection of the listening-through switch fitted in the F/C aerial of flotilla-leaders and destroyers equipped with Type 51H, 51HX or 83. The following alterations are therefore to be carried out by ship's staff.

2. *Types 51H and 51HX.*—The D.C. wiring from the board controlling of the main set is to be disconnected from the listening-through switch terminals of the key unit (in Type 51H) or aerial coil unit (in Type 51HX). The ends of these leads are to be taped over to avoid faults on general wiring.

3. *Type 83.*—The aerial lead is to be connected directly to the aerial terminal of the No. 7 condenser. The D.C. wiring is to be disconnected from the terminals of the key, magnetic, Pattern 7324A, fitted in the F/C office. The ends of the leads are to be taped over to avoid faults on general wiring.

4. The keys, magnetic, Pattern 7324A, fitted with Type 83 are to be removed and returned to Superintending Naval Store Officer, Portsmouth, for re-issue to other services as required.

5. The appropriate specifications and establishments of stores will be amended in due course.

1605. }  
1607. } *Issued Confidentially.*

**1609.—Stowage of T.N.T. Demolition Stores**

*“ Grimsby,” “ Shoreham,” “ Hastings,” and “ Bridgewater ” Classes*

(T. 182/36.—2.7.1936.)

T.N.T. demolition stores, when issued, are to be stowed as follows:—

*T.N.T. blocks* in a steel locker to be fitted by dockyard in the steering compartment.

*C.E. Primers* in the small arms magazine; ship's staff arranging stowage.

*Detonators* in the detonator locker; a large locker, or small additional locker being supplied and fitted by the dockyard when necessary.

2. An item is to be inserted in the next list of Alterations and Additions, with Classification B.

**1613.—Extempore Transmitting and Receiving Apparatus—  
REPORTS**

(N.S. 6281/36.—2.7.1936.)

*H/F Attachments to Main W/T Installations.*—For various reasons several ships have not been fitted with standard H/F attachments to their main W/T installations, but, where considered essential, extempore H/F W/T sets have been gradually constructed and fitted by ship's staff from standard pattern stores or articles purchased out of the W/T Communication Improvement Fund.

2. Where such sets have been fitted, the method of accounting for the various components of these attachments is as follows:—

(a) Components of *all* extempore H/F W/T sets made up on board, whether of special design, commercial type, or Admiralty pattern, are to be taken on charge separately in the Central Store Accounts, this Order being quoted as the authority.

(b) The quantity of each component used is to be inserted in the space provided for allowances on the ledger folio, with an appropriate remark:—“ Component of extempore H/F transmitting/receiving W/T set.”

3. This Order is not to be taken as the authority for the use of stores of standard patterns for making up and fitting further extempore H/F attachments.

4. Before a vessel proceeds to a home port for paying off, all extempore W/T apparatus (*other than standard pattern stores allowed as spares by W/T establishments for the sets fitted on board*) is to be transferred to another ship of the Fleet, Squadron, or Flotilla, for use by her relief or as directed by the Flag or Senior Officers concerned. In the event of the paying off of a complete Squadron or Flotilla, the apparatus is to be transferred as may be directed by the Commander-in-Chief. This will ensure the retention in the Fleet of articles purchased out of the W/T Communication Improvement Fund.

5. Unless they have already done so, ships fitted with these attachments should furnish reports, through the Administrative Authority, giving details of the standard pattern stores embodied in the sets. A copy of the list of these should also be forwarded to the storing yard for warrant purposes. Similar reports should be forwarded by any ship which may be similarly fitted in the future. The list should show against each standard pattern item whether this was supplied as a spare for standard W/T equipment or was supplied under some special authority.

6. Replacements of defective standard pattern stores may be effected through the Central Store.

7. The undermentioned valves are allowed for ships *fitted with extempore H/F receivers*:—

All H.M. ships:—

<i>Pattern.</i>	<i>Description.</i>	<i>Allowance.</i>
7412.	Valve, NR23.	One for each socket using this valve.

Destroyers forming part of a sea-going flotilla (valves to be returned when vessels cease to be included in a sea-going flotilla):—

<i>Pattern.</i>	<i>Description.</i>	<i>Allowance.</i>
7404/A.	Valve, NR15/A.	<div style="display: inline-block; vertical-align: middle;">           { Four for first fitting.            Four maximum annual upkeep allowance. Only for vessels which do not use this pattern with their main W/T installation.         </div>

### 1619.—Survey of Boat Casing

*H.M. Submarines concerned*

(D. 6687/36.—2.7.1936.)

With a view to preventing damage to skiffs and casings in H.M. submarines, arrangements are to be made, on each occasion of refit, for an item for a special survey of the boat casing to be included in the defect list.

### 1702.—Containers, Catapult Charge—High to Stowage Dimensions

(A.S. 3233/36.—9.7.1936.)

About 4,000 containers, charge, aircraft catapult, made in Royal Laboratories during March, April and May, are slightly high in diameter to stowage dimensions, but have been accepted for service.

2. Five of these containers cannot be packed in an aluminium case, charge, aircraft catapult, but up to three can be packed if the remainder are of correct size.

3. These containers are being specially marked with (H)—signifying high to gauge—in red on the lid. Any not marked before issue will be marked at Naval Armament Depôts on the next occasion of packing.

### 1705.—Torpedoes—21-in., Marks VIII-IX\*—Fitment of New Design Water Non-Return Valve in Group Valve

(A.S. 6657/35.—9.7.1936.)

Trials which have been carried out with an improved design of Water Non-Return Valve in Group Valves of 21-in., Marks VIII-IX\* Torpedoes have shown that:—

- (a) the lower resistance of the new design will cause the torpedo to tail off at approximately 60 lb. sq. in. lower pressure than the existing valve.
- (b) as the new design valve is kept in alignment by the cap during the operation of grinding in there is less liability of leakage due to non-seating.



2. It has therefore been approved to fit the new design Water Non-Return Valve as shown on A.F.O. Diagram 71/36 in Valve Group of all 21-in., Marks VIII-IX\* Torpedoes in lieu of the existing valve.

3. This modification will be carried out in torpedo depôts as the torpedoes concerned pass through workshops for overhaul, repair, etc.

4. The new pattern Springs, St. No. 1764, will be allowed in the contents of the following chests in the proportions shown :—

Chests, spare gear, 21-in., Marks VIII-VIII*	...	...	2
Chests, spare gear, 21-in., Marks IX-IX*	...	...	2
Chests, tools and spare gear, 21-in., Marks VIII-VIII*	...	...	2
Chests, tools and spare gear, 21-in., Marks IX-IX*	...	...	2

5. Demands for the quantities of Springs, St. No. 1764, required to complete Chests on board are to be forwarded to the nearest Torpedo Depôt and supply will be made on receipt from manufacture.

6. When modified torpedoes are received on board, Springs, St. No. 1005, are to be withdrawn from the chests detailed in paragraph 4 and returned to the nearest Torpedo Depôt.

7. Torpedo store accounts and labels of chests are to be amended as necessary

### 1710.—*Issued Confidentially.*

### 1713.—18-in. Sperry Signalling Projectors—Modification to Arc Striking Arrangement of Lamp, Pattern 2550—REPORT

(T. 1910/36.—9.7.1936.)

In order to reduce the arc striking period of 18-in. Sperry Lamps, a modification has been introduced which short circuits part of the series resistance of the Vent and Driving Motor, when the pawl guide of the lamp is in the arc striking position. This arrangement gives a quick rise of motor speed for feeding the carbons together, normal conditions being restored when the arc is struck.

2. Details of this modification are shown on A.F.O. Diagrams 76 (1), (2), and (3).

3. All ships equipped with 18-in. Sperry Signalling Projectors are to modify their Pattern 2550 Lamps as shown in these diagrams.

4. Lamps in store at dockyards are to be modified by the dockyards concerned.

5. Reports should be forwarded through the appropriate administrative authority when this modification has been completed.

### 1720.—Wa/T, Types 403, 403X, and 404—Modifications

(N.S. 4736/36.—9.7.1936.)

Wa/T, Types 403, 403X and 404 are to be modified as follows :—

Reference.	Modification.	Purpose.	Ships affected.
A	Duplicate alternator to be fitted in accordance with Admiralty Letter S.D. 1007/34. (Type 404 only.)	Consequent on modification B.	" Ajax " " Amphion " " Apollo " " Arethusa " " Galatea " " Medway " " Sydney "

Reference.	Modification.	Purpose.	Ships affected.
B	Sets to be adjusted for "continuous running."	To avoid delay in switching on.	"Achilles " "Ajax " "Amphion " "Apollo " "Arethusa " "Exeter " "Galatea " "Leander " "Medway " "Neptune " "Orion " "Sydney "
C	Output indicator to be fitted at each control box.	To indicate :— (a) That set is working. (b) If the other control box is in use.	
D	New type power amplifier, Pattern 2459/60 with accessories to be fitted in lieu of existing power amplifier, Pattern 8761A in type 404 (except "Medway").  <i>Note.</i> —Sets thus modified will become type 404A.	To provide increased power output and to improve intelligibility of speech.	"Ajax " "Amphion " * "Apollo " * "Arethusa " "Galatea " "Sydney " <i>Note</i> *— "Amphion " and "Apollo " have already been fitted.
E	Alarm note to be improved in type 404A sets.	Existing alarm note unsatisfactory with Pattern 8888/A loudspeakers.	"Ajax " "Amphion " "Apollo " "Arethusa " "Galatea " "Sydney "
F	Loudspeakers, Pattern 8888 to be modified to Pattern 8888A.	To improve power and intelligibility of reproduction and to provide greater protection from weather.	"Ajax " "Amphion " * "Apollo " * "Arethusa " "Galatea " "Sydney " and in other miscellaneous services. <i>Note</i> *.—Already modified in "Amphion " and "Apollo."

*Modification A.*—Duplicate alternator to be fitted in H.M. Ships "Ajax," "Amphion," "Apollo," "Arethusa," "Galatea," "Medway" and "Sydney."

2. The fitting of a duplicate alternator was ordered in Admiralty Letter S.D. 1007/34 dated 7.1.35 and 23.1.35. When these have been fitted, all ships fitted with Type 403, 403X and 404 will have duplicate alternators.

3. The reason for fitting duplicate alternators in type 404 is to enable alternators to be changed over periodically under the conditions of continuous running resulting from modification B (described below).

*Modification B.—Types 403, 403X and 404 to be adjusted for “Continuous Running.”*

4. Under present conditions a delay of 15–30 seconds occurs between the moment of opening a control box door and the moment when the set is ready for use. This is unacceptable, and to avoid it the apparatus is in future to be kept switched on continuously, by means of the hand start switch on the remote control power supply unit. One alternator will thus be running continuously and under these conditions the alternators should be changed over every 24 hours, or as considered necessary.

5. In the interests of economy, the “Hand Start” switch on the remote control power supply unit may be broken at the discretion of the Commanding Officer under conditions when the set is not much used and is not likely to be required in emergency (e.g., at night in harbour in peace time).

6. It should be noted that frequent switching on and off of valves is detrimental to their life and they are expected to last almost as long under the conditions of continuous running as under present conditions where they are switched on and off every time they are required.

*Modification C.—“Output Indicator” to be fitted at each control box in Types 403, 403X and 404.*

7. The “Output Indicator” is made in the form of a unit which is to be fitted on the right hand side of each control box at eye-level, or in the nearest alternative practicable position. It is to be connected to the nearest convenient loudspeaker, and will indicate by means of a neon-lamp (visual) and telephone earpiece (aural) that speech (or alarm note) is reaching the loudspeakers. Since the indicators at both control boxes operate with either control box in use, they will also indicate whether speech or alarm is being transmitted from the other control box.

8. The following stores will be supplied without demand by S.N.S.O., Portsmouth, to:—

“Achilles”	“Galatea”
“Ajax”	“Leander”
“Amphion”	“Medway”
“Apollo”	“Neptune”
“Arethusa”	“Sydney”
“Exeter”	“Orion”

Pattern No.	Description.	Quantity.
4064	Unit, output, indicating, for Wa/T Types 403/4	2
7469	Lamp, indicating (neon)	2

9. The “Output Indicator” is to be fitted and wired up to the nearest convenient loudspeaker by ships’ staff. Dockyard assistance is to be requisitioned if necessary. The loudspeaker to which connection is made must not be on the “Officers’ Group.”

*Modification D.—New Type Power Amplifier, Pattern 2459, with driver unit, Pattern 2460, and accessories, to be fitted in lieu of existing power-amplifiers, Pattern 8761A in H.M. Ships “Ajax,” “Amphion,” “Apollo,” “Arethusa,” “Galatea,” and “Sydney.”*

*Note.*—Sets thus modified become Type 404A.

10. Owing to the inadequate power and low intelligibility of Type 404 sets when feeding Pattern 8888/A loudspeakers, it was found necessary to increase the power of these sets and to remove the low notes to improve the intelligibility of speech. These improvements are effected by fitting a new high-efficiency power amplifier (Pattern 2459 with driver unit, Pattern 2460) in lieu of the three existing power amplifiers, Pattern 8761A, which are fitted in panel, power amplifier, Pattern 8882. This amplifier delivers 100-watts of undistorted speech power, and the low notes are removed by a special filter in the driver unit.

11. *Output Junction Box, Pattern 2006.*—When the new power amplifier is fitted, all the loudspeaker groups will be fed from a common source, and a short circuit at any point of the loudspeaker system would render the complete installation inoperative. In order to guard against this and to isolate the effect of a short circuit to the loudspeaker group concerned, a pair of "Protecting Resistances" are inserted in each loudspeaker group. The value of these resistances is low enough to avoid appreciable loss of efficiency under normal conditions, but is high enough to prevent a fall in power output of more than 50 per cent. in the event of a short circuit developing on one loudspeaker group.

12. *Stores supplied.*—The following stores will be supplied, without demand, by S.N.S.O., Portsmouth, to H.M. Ships "Ajax," "Amphion," "Apollo," "Arethusa," "Galatea" and "Sydney":—

Pattern No.	Description.	Quantity.	Remarks.
2459	Amplifier, Wa/T, power, 100 watts, type 404	1*	
2460	Driver-unit for Pattern 2459 amplifier, power, 100 watts.	1*	
2006	Box, junction, output (complete with protecting resistances) for Wa/T type 404.	1	
3830	Valve, wireless, NT36 ... ..	8†	Includes 6 of each type as spares.
3816	Valve, wireless, NR47 ... ..	8†	
3828	Valve, wireless, NU8 ... ..	8†	
4277	Resistance, cartridge type, $2\frac{1}{16}$ in., 100 ohms	1†	Zenith type B.0, 10 watts.
4286	Resistance, cartridge type, 3 in., 100 ohms ...	1†	Zenith type B.1, 30 watts.
4289	Resistance, cartridge type, 3 in., 270 ohms ...	1†	Zenith type, B.1, 30 watts.
4299	Resistance, cartridge type $4\frac{1}{4}$ in., 3,000 ohms	1†	Zenith type B.2, 60 watts.
4351	Resistance rod, $1\frac{1}{4}$ in., 3,000 ohms ... ..	1†	
4353	Resistance rod, $1\frac{1}{4}$ in., 4,000 ohms ... ..	1†	
4364	Resistance rod, $2\frac{1}{4}$ in., 20,000 ohms ... ..	1†	
4627	Condenser, electrolytic, 15 mfd., 200 volts D.C.	1†	T.C.C. type 561, size $2\frac{1}{2}$ in. $\times$ $2\frac{1}{16}$ in. $\times$ $\frac{1}{16}$ in.
4629	Condenser, Muirhead, type B.C.169, 4 mfd. + 1 mfd., working voltage 3,000 volts D.C.	1†	

*Notes.*—Items marked \* and four each of items marked † have been supplied already to H.M. Ships "Apollo" and "Amphion."

Items marked ‡ are required as spares for Patterns 2459 and 2460.

13. *Stores to be returned.*—Each of the ships mentioned in paragraph 12 is to return the following stores:—

Pattern No.	Description.	Quantity.
8761A	Amplifier, Wa/T, power (1 stage) ... ..	3
7436	Valve, wireless, NT18 ... ..	9

14. *Fitting of new apparatus.*—The new apparatus listed in paragraph 12 is to be fitted by ships' staffs. Detailed instructions will be supplied with the equipment.

*Modification E.—Alarm Note of Type 404A to be improved*

15. The existing alarm device, which is similar in Types 403 and 404, is inadequate when Pattern 8888/A loudspeakers are employed. The question of improving the alarm note in Type 404A sets fitted in H.M. Ships "Ajax," "Amphion," "Apollo," "Arethusa," "Galatea" and "Sydney," is therefore being investigated. A further A.F.O. on this subject will be issued shortly.

*Modification F.—Loudspeakers, Pattern 8888, to be modified to Pattern 8888A*

16. Instructions were promulgated in A.F.O. 814/36. Pattern 8888A loudspeakers provide greater intelligibility of speech and are nearly 100 per cent. more efficient than Pattern 8888. Neither type, however, is suitable for use in exposed positions. An A.F.O. introducing new types of loudspeakers which are suitable for use in exposed positions will be issued shortly.

*Stores*

17. *Panel, Pattern 8882—Remarkings.*—H.M. Ships “Ajax,” “Amphion,” “Apollo,” “Arethusa,” “Galatea” and “Sydney” are to add a suffix “A” to the pattern number of panel, power amplifier, for Type 404 Wa/T set, Pattern 8882, and are to take the panel on charge as Pattern 8882A.

18. The necessary amendments to the Authorised List of Naval Stores and to Establishment Lists, Nos. W.1, W.4 and W.5, will be promulgated in due course.

19. Instructions regarding the disposal of some of the amplifiers, Pattern 8761A, returned in accordance with clause 13 of this Order, have been issued in A.F.O. 812/36. The remainder are to be retained in store until further instructions regarding their disposal are received.

(A.F.Os. 812/36, 813/36 and 814/36.)

## 1723.—Warning Telephone System—Functions and Policy to be followed with regard to fitting Loudspeakers

(S.D. 1248/35.—9.7.1936.)

The functions of the Warning Telephone system in H.M. ships and the policy to be followed with regard to the fitting of loudspeakers has been under consideration.

2. It has been decided that :—

(a) The provision of an installation which will convey an alarm or an order simultaneously to every man even if in an isolated compartment, is impracticable.

(b) For isolated compartments in which telephones are fitted, dependence must be placed on the telephone exchange to pass on the information, the delay being accepted, but the fitting of additional telephones, entailing as it does a larger exchange is not justifiable as the number of men affected at any one instant will be small.

3. The following tabular statement gives the approved policy as regards the class of reproduction required in any particular instance :—

*Class “A”* reproduction indicates that under average conditions\* unexpected speech, e.g. reading from a book, is fully intelligible over the whole compartment concerned, except for any isolated corners.

*Class “B”* reproduction indicates that under average conditions\* speech will be clearly audible, but not necessarily intelligible throughout the compartment concerned, or in the position specified. Compartments requiring alarm only are placed in this class.

\* Average conditions implies the conditions prevailing when steaming at three-fifths power into a moderate sea in a light wind with all doors closed as at action stations.

*Note.*—Compartments designated “N” do not require either speech or alarm.

TABLE  
*Speech Service Requirements*

Compartment or Position.	Class of Reproduction.	Remarks.
Aircraft Hangars (in Aircraft Carriers)	A	
Aircraft Hangars (in other ships) ...	B	
<i>Armament Control Positions—</i>		
Torpedo Control ... ..	A	
Spotting Top ... ..	A	
Gun Control Tower ... ..	A	
H.A. Control Positions ... ..	A	
Gun Directors ... ..	N	
Pom-pom Directors ... ..	N	
Gunnery Transmitting Stations and Calculating Positions.	A	

Compartment or Position.	Class of Repro- duction.	Remarks.	
<i>Armament Positions—</i>			
Ammunition Lobbies ... ..	B	“County” Class Cruisers and Aircraft Carriers only.	
Handing Rooms ... ..	B		
Turrets ... ..	A	In control positions only.	
Turret spaces ... ..	B		
<i>Gun Batteries—</i>			
Open Gun Positions ... ..	A	At control positions only.	
Pom-pom Positions ... ..	A		
Searchlights ... ..	A		
Admiral's Lobby and Quarters ... ..	N		
Bathrooms, Ratings' ... ..	B		
„ Cmd. Officers' ... ..	B		
„ Subordinate and W.O.s' ... ..	B		
Breaker Rooms ... ..	N.		
Boiler Rooms ... ..	B.		
Captain's Lobby and Quarters ... ..	N.		
Cabin Flats ... ..	B.	A loudspeaker to be fitted near forward Wa/T transmitter.	
Cabins in Bridge Superstructure ... ..	B.		
Capstan Engine Room ... ..	N.		
Central Store—Main Office ... ..	B.		
Central Communication Office, or Main Coding Office.	A.		
Compass Platform ... ..	N.		
Conning Tower, Upper ... ..	N.		
„ „ Lower ... ..	B.		
Dressing Rooms and Kit Locker Flats ... ..	B.		
Dynamo Rooms ... ..	N.		
Engine Rooms ... ..	B.	At control positions only.	
Galley, Ship's Main ... ..	B.		
Galleys, other than Ship's Main ... ..	N.	Loudspeakers to be fitted outside enclosed messes if satisfactory audibility is obtainable. Loudspeakers to be fitted outside mess.	
Heads, Seamen's ... ..	A.		
„ other than Seamen's ... ..	B.		
Hydraulic Engine Room ... ..	N.		
Living Spaces generally ... ..	A.		
Spaces where men usually sleep ... ..	B.		
Life-buoy Sentry's Sea Position ... ..	A.		
Low Power Rooms ... ..	N.		
Machinery Spaces generally other than Engine Rooms, Boiler Rooms and Workshops.	N.		
Messes, Ratings' ... ..	A.		
„ Officers' ... ..	B.		
Medical Distributing Station ... ..	N.	} B.	
Midshipmen's Study ... ..	B.		
„ Chest Flat ... ..	B.		
Officers' Quarters generally ... ..	B.		
<i>Offices—</i>			
Armament ... ..	}		
Gunnery ... ..			
Torpedo ... ..			
Engineers' ... ..			
Regulating ... ..			
Commander's ... ..			
Central Store (issuing Office) ... ..			

Compartment or Position.	Class of Reproduction.	Remarks.
<i>Offices—continued.</i>		
Ship's ... ..	N.	
Captain's ... ..		
Victualling ... ..		
W/T other than Central Communication Office or Main Coding Office.		
Signal Distributing Office ... ..		
Reading Rooms ... ..	A.	
Recreation Spaces ... ..	A.	
Repair Party (Action) positions ...	N.	Unless required for other purposes.
Seaboats' Crews' Sea Position ...	A.	
Submerged Torpedo Flats employed as such.	A.	
Sick Bay ... ..	B.	Loudspeaker to be fitted outside.
Soda Fountain ... ..	A.	
Switchboard, Main ... ..	A.	
„ L.P. ... ..	N.	
Steering Compartment (Auxiliary Steering Position).	N.	
Store Rooms ... ..	N.	
Transmitter Rooms, W/T ... ..	N.	
Telephone Exchange ... ..	A.	
Upper Deck generally ... ..	B.	
Upper Deck Spaces where men congregate.	A.	
Workshops, Engineers' ... ..	A.	In Aircraft Carriers all large workshops to be "A."
„ other than ... ..	B.	
Watchkeepers : Compartments where Watchkeepers only are stationed.	N.	Unless required for other purposes.

4. This policy is applicable only for future guidance in new construction and ships that are being re-equipped and is not to form the basis for proposed alterations or additions in existing ships.

1725. } Issued Confidentially.  
1726. }

## 1728.—Searchlight Carbons—Trials—REPORTS

(N.S./C.P. 1093/36.—9.7.1936.)

The following carbons are being purchased for delivery at Chatham and issue to the ships concerned—twenty-five positive and twenty-five negative carbons being supplied to each ship.

*For 36-in. lamps of "Nelson" and "Rodney" and ships of the 1st (1st Division) and 2nd Cruiser Squadrons :—*

*Positive* 15·9 m.m. diameter × 22 in. long.

*Negative* 12 m.m. diameter × 12·5 in. long.

*Arc voltage* 80.

*Current* 150 amps.

*For 24-in. lamps of ships of the 6th and 20th Destroyer Flotillas :—*

*Positive 14 m.m. diameter × 11 in. long.*

*Negative 11 m.m. diameter × 9 in. long.*

*Arc voltage 65.*

*Current 100 amps.*

These carbons are being obtained from a new source, and reports are to be forwarded through the Administrative Authority, six months after receipt of the carbons, stating how they compare with the standard type of carbons.

### **1769.—Cartridges, Impulse, Torpedo—Fitting with No. 9 in lieu of Combined (E. & P.) Primers**

(A.S. 2841/1936.—16.7.1936.)

Trouble is being experienced with Primers E. & P., No. 14 (i.e., the “combined” primers fitted in cartridges, impulse, torpedo) owing to difficulties at manufacture and inspection.

2. Pending development of a more satisfactory type of E. & P. primer no more will be fitted in cartridges, impulse, torpedo. Primers, percussion, No. 9 will be fitted and cartridges so fitted will be issued to H.M. ships as they become available.

3. When supply of cartridges fitted with No. 9 primers to any ship becomes necessary the whole of the cartridges fitted with combined primers remaining on board are to be withdrawn and a full outfit of cartridges with No. 9 primers supplied.

4. In ships whose torpedo tubes are fitted with electric and percussion firing gear and for which percussion primers only are available, it is important that the Torpedo Control Officer should be informed of the fact on closing up.

### **1771.—Detonators No. 9 and 15 for Demolition Stores**

(A.S./T. 2181/36.—16.7.1936.)

Isolated cases have occurred of the shellac putty plug at the end of the tube containing the fulminate in detonators No. 9, Mark IV, becoming defective and so possibly permitting the escape of loose fulminate.

2. This might cause an accident if some loose fulminate adhering to the end of the tube were pinched when inserting the detonator into the primer. There is also a remote chance of loose fulminate inside the tin getting nipped in removing the lid from the tin or the detonator from its housing, so causing an accident.

3. This defect also prejudices the efficiency of the detonator.

4. The defect is believed to be confined to detonators electric No. 9, *Mark IV* and No. 15, *Mark III*.

5. If this defect is found, the detonator affected, the tin from which it was taken and all its remaining contents are to be destroyed with as little handling as possible.

6. Limited quantities of detonators electric No. 9, *Mark V* and detonators No. 15, *Mark IV*, which it is believed are not generally liable to the defect in question (although an instance has been found with a detonator electric No. 9, *Mark V*, which is being investigated) have been manufactured and distributed as far as possible. Detonators of these Marks are to be used for exercise or instruction where available.

7. Stocks of detonators electric No. 9, *Mark IV* and detonators No. 15, *Mark III*, are to be examined for cracked or defective putty plugs at R.N. Armament Depôts.

8. Any detonators found with cracks which extend right through the shellac plugs are to be dealt with as in paragraph 5. If the cracks do not extend right through the putty the detonators are to be repaired in accordance with instructions which have been issued to R.N. Armament Depôts.

9. The letter “R” will be added to the Mark of such detonators and labels of detonators and packages will be amended accordingly.



10. Cylinders and packages containing detonators which are found on examination to be serviceable without repair are to be marked "Examined for cracks" followed by the Dépôt monogram and date.

11. Detonators examined and repaired in accordance with paragraph 8 above which will be distinguished as described in paragraph 9, also those which have been "Examined for cracks" and found serviceable are suitable for unrestricted use.

12. Any detonators electric No. 9, Mark IV and No. 15, Mark III, which have not been "examined for cracks" or repaired remaining on board H.M. ships, are not to be used for exercise or instruction but only if required on service and if so used should be very carefully examined for cracks, action as in paragraph 5 being taken if the detonators are defective.

13. No more detonators electric No. 9 or detonators No. 15 will be made.

14. Detonators electric No. 21, Mark VI and detonators No. 25 as used with T.N.T. demolition charges have "solid ended" fulminate tubes and consequently are definitely immune from this defect but are slightly larger in diameter than detonators electric No. 9 and detonators No. 15.

15. Arrangements have, however, been made for guncotton dry charges 2½ lb., Mark VI, to be modified by enlarging the perforations to permit of detonators electric No. 21, Mark VI and detonators No. 25 being used with them. The modified guncotton charges will be known as guncotton dry charge priming 2½ lb., Mark VI\*. R.N. Armament Dépôts are to arrange for Mark VI charges on board H.M. ships to be exchanged for Mark VI\* as supplies of the latter become available.

16. Guncotton dry charges priming 2½ lb., Mark VI\*, will still be suitable for use with detonators electric No. 9 and detonators No. 15.

17. Rectifiers guncotton primers, Mark VI will not be suitable for Mark VI\* charges and a new rectifier, Mark VII, has accordingly been introduced.

18. One rectifier guncotton primer, Mark VII, will be packed in each box of guncotton dry charges priming 2½ lb., Mark VI\*.

1772. }  
1773. } *Issued Confidentially.*

### 1779.—"Thomas" Grab for use with Aircraft Cranes

(D. 7018/36.—16.7.1936.)

The "Thomas" grab is supplied for use with aircraft cranes when hoisting aircraft.

2. The allowance of "Thomas" grabs, which are dealt with as Sea Stores, Vote 8.II, Subhead B.10, is to be as follows:—

#### *Aircraft Carriers*

One and one spare, irrespective of the number of aircraft cranes fitted.

#### *Other Ships carrying Aircraft*

One for each aircraft crane fitted.

Demands from H.M. ships concerned, in commission, for the additional grab now allowed are to be forwarded to Portsmouth. Grabs for H.M. ships under construction and those undergoing large repairs are to be obtained from Portsmouth by the Storing Dockyards. The grabs will continue to be made at Chatham as hitherto.

The Establishment of Naval Stores for executive purposes will be amended as necessary.

Two spare garter springs will accompany each grab and demands for their replacement should be made to the issuing dockyard. A lead weight for weighting the upper end of the strop of the quick-release coupling will also be issued with each grab.

3. The grabs are designed for hoisting aircraft not exceeding 9,000 lb. in weight. They should be tested annually by lifting a load of 9,000 lb. and with a static test load of 18,000 lb. The loss of lifting height involved in fitting the grabs is 17 in. If the height of lift available precludes the fitting of the grab, the Commanding Officer of the ship concerned should report to this effect. Reports are not required if the grab can be used.

4. *Description.*—The grab is illustrated in A.F.O. diagram 90/36. It consists of two portions, a main portion and a bobbin, which can be automatically coupled together. The main portion is attached to the shock absorber ponder ball of the aircraft crane, while the bobbin carries the strop of the quick-release coupling.

A tricing line in two parts, the standing end of which is secured to the main portion of the grab, passes around sheaves contained in the bobbin and, after the two parts are married, is led in-board over a sheave at the jib head. By paying out the tricing line the bobbin may be lowered relative to the main part of the grab to facilitate hooking on the aircraft, while by lowering the purchase of the crane and by hauling in the tricing line the bobbin may be automatically coupled to the main portion of the grab.

Four clips A form part of the main portion of the grab, and are hinged at their upper end to the clump piece B, which is secured to the shock absorber ponder ball. The lower ends of the clips A are shaped to engage the bobbin C. A garter spring H retains the four clips in position when the weight of the aircraft is not being taken. The standing part of the tricing line D is secured to the clump piece B, and then led through a central hole in bobbin C and over the sheaves E contained in the bobbin, and through a spreader J. The two parts of the tricing line are then married and led in-board over a sheave at the jib head. The bobbin C is disengaged from the clips A of main portion by means of the cam plate F, which forces the clips A outwards against the action of the garter spring H.

5. The grabs when issued from Store are coated with "Minerva" brightpart coating. This should be removed by an application of turpentine or paraffin, and the grabs lubricated with heavy torpoyl or thick mineral grease.

6. If it is found possible to dispense with the lead ball fitted to the grab for overhauling the tricing line, the ball is to be removed.

## 1817.—Rolling of Ships—Definitions in connection with

(G. 2525/36.—23.7.1936.)

The effect of a ship's rolling motion is frequently referred to in reports from sea, and it has been noticed that in these reports different methods of defining the rolling of the ship are used. In order to ensure uniformity and to avoid mistakes, attention is called to the following definitions:—

2. "Roll" or "Angle of Roll" is the inclination of the ship from the vertical, measured in the plane at right-angles to the fore and aft line.

3. "Period of Roll" is the time which elapses while the ship completes a double oscillation, *i.e.*, rolls from starboard to port and back again or vice versa (twice through the vertical position).

4. "Rate of Roll" is the rate of change of angle of roll at any given instant.

5. Assuming simple harmonic motion the following formulæ apply:—

$$\theta = \theta_0 \cos \frac{2\pi t}{T} \text{ and } \frac{d\theta}{dt} = -\theta_0 \frac{2\pi}{T} \sin \frac{2\pi t}{T}$$

Where  $\theta$  = angle of roll at any instant  $t$ .

$\theta_0$  = maximum angle of roll.

$T$  = period.

$t$  = time which elapses while ship is rolling from starboard out position.

6. The maximum rate of roll, which occurs when the ship passes through the vertical (*i.e.*,  $t = \frac{T}{4}$  or  $\frac{3}{4}T$ ) is therefore  $\frac{2\pi}{T} \times$  maximum roll. In practice, however, simple harmonic motion does not obtain, due to the irregular effect of waves, and in making allowances for the maximum rate of roll, *e.g.*, in the design of gyro firing gear, it is usual to add 35 per cent. to the result obtained by the above formula for rate of roll.

7. It should be noted that the amount of roll "out to out" is in general of no technical importance.

1818.—*Issued Confidentially.*

**1819.—Director Firing Gear—Henderson Gyro Firing Gear—  
Fracture of Rotor Spindle due to Defective Bearings**

*Dockyard and Vessels concerned*

(G. 3249/36.—23.7.1936.)

An instance has been reported recently where the rotor of a Henderson gyro had fractured, apparently due to defective bearings.

2. Special attention should therefore be given to ensure that worn or slack bearings supporting gyro rotors are replaced with the least possible delay.

3. Dockyards should ensure that the bearings of sets of gyro firing gear issued from store are in an efficient condition before delivery to the ship concerned.

**1821.—4-in., Q.F., Mark V Guns on C.P. II Mountings—  
Correction for Loss of M.V.**

(G. 2669/36.—23.7.1936.)

The following range dials are provided to enable corrections to be made for loss of muzzle velocity:—

2500/2450 f.s.  
2525/2475 „  
2600/2550 „  
2625/2575 „

2. Ships mounting these equipments, which have not a full set, should demand the necessary dials to complete.

3. Any reference to range which may be engraved on the dials is incorrect and should be erased, e.g., some dials have the following engraved on them “Calculated for 3,500 yards.”

4. The name of the ship is also engraved on some dials, but as this is misleading it is also to be erased.

5. Information as to the correct dial to be used can be obtained by reference to C.B. 3026, C.B. 3014, C.B. 3001/34 (page 61) and the relevant range tables.

**1822.—Gun Mountings, Lewis—Numbers to be retained  
and returned when Destroyers are Preparing for  
Maintenance Reserve**

*Destroyers and Dockyards*

(G. 2147/36.—23.7.1936.)

When destroyers are being prepared for Maintenance Reserve, mountings for two Lewis guns are to be retained on board, and the remainder returned to the dockyard and placed on deposit for the vessels.

1826. }  
1827. }  
1828. } *Issued Confidentially.*  
1832. }  
1833. }  
1835. }

**1837.—Refuse Destroyers—Responsibility for Operation**

(E.-in-C./N.L. 1719/36.—23.7.1936.)

With reference to Engineering Manual, Article 1 (o), the responsibility of the Engineer Officer in connection with all Refuse Destroyers is analogous to his responsibility for steam cookers, steam bakery plant and oil-fired cooking plant, and comprises maintenance of the plant in an efficient condition, supplemented by a measure of supervision adequate to ensure that it is properly operated.

2. It should not normally require a specially trained rating actually to operate the plant, but in order to implement the provisions of paragraph 1, an Engine Room rating should be detailed to supervise the operation.

**1838.—Piston Rings for Submarine Engines**

(E.-in-C./D. 6452/36.—23.7.1936.)

It has been decided that no local purchase or manufacture is to be undertaken by home and foreign dockyards of piston rings for the main engines of submarines.

2. Demands for piston rings from stations and dockyards abroad are to be forwarded in the usual manner.

3. In the case of home dockyards the purchases are to be arranged through Chatham dockyard where a reserve stock of rings is carried.

**1839.—*Issued Confidentially.*****1841.—Sailing and Pulling Launches, Pinnaces and Cutters fitted with Auxiliary Motors**

(D. 4453/36.—23.7.1936.)

It has been decided that the sailing gear and fittings in existing launches, pinnaces and cutters fitted with auxiliary motors, are to be removed and not replaced when these boats are next taken in hand for repair.

2. This procedure is also to be applied to existing 45-ft. motor launches which are fitted with sails.

3. The gear so removed should be disposed of by sale, unless a service for it can be foreseen.

1874. }  
 1875. } *Issued Confidentially.*  
 1884. }

**1885.—Torpedo Stores—Washers, Paper, Joint between Port Lug of Gyro and Seating, St. No. 627—Thickness**

(A.S. 4319/36.—30.7.1936.)

A case has recently been reported of a joint washer, St. No. 627, blowing out during the run of a 21-in., Mark IX torpedo, thus causing an erratic run.

2. This washer was found to be thickly and unevenly coated with wax, and consequently a good air joint could not be made.

3. All washers, St. No. 627, are therefore to be examined before use, and any found with uneven surfaces caused by surplus of wax are to be rejected.

**1889.—Boilers—Corrosion of**

(E. in C./D. 8082/36.—30.7.1936.)

With reference to the Engineering Manual Article 205 (1), where ships' fittings permit, boilers are always to be filled up with de-aerated water, and in order to avoid the partial aeration of the water during the process of pumping up, the boilers should be kept under a vacuum, suitable fittings being improvised for this purpose.

2. The Engineering Manual will be amended in due course.

**1892.—W/T—Testing Aircraft Sets in Aircraft Carriers**

(S.D. 808/36.—30.7.1936.)

The following information forwarded by the Air Ministry concerning the equipment to be used when testing aircraft W/T sets in hangars is promulgated for information :—

- (a) The undermentioned items of aircraft W/T equipment are flashproof and, subject to connections not being broken while power is on, are safe to use in petrol laden atmospheres :—
  - (i) Key, operating, Type F.
  - (ii) Motor generator, 80 watt, Type C.
  - (iii) Motor generator, 80 watt, rippleless.
  - (iv) Artificial aerial, Type I.
- (b) The remainder of the equipment is not flashproof, but where no switches are incorporated the equipment may be regarded as safe, subject to the restriction that connections must not be broken while the power is on.
- (c) Owing to the necessity for providing adequate ventilation the transmitter is not flashproof. It should therefore be switched on and off (send/receiver, etc.) only when the power is off.
- (d) The requirements for a dummy aerial make it impossible to reduce its size below that of the artificial aerial provided with the new general purpose set T.1083 R.1082, which is too large to instal in aircraft. It will be necessary therefore to use the artificial aerial externally, care being taken to connect and disconnect it with the power supply cut off.

**1896.—Navigation Lights—Instructional Apparatus—REPORTS**

(M.F. 4964/35.—30.7.1936.)

A device for demonstrating the various combinations of navigation lights has been produced in H.M.S. "Ganges" and is promulgated for the information of training ships and establishments.

2. The apparatus (*see* A.F.O. Diagram 83/36) consists of a rotary switch, and shows seventeen combinations of navigation lights. The centre spindle of the switch is made common to all segments on the drum and is fed positive by a rubbing contact. As the drum is revolved, each segment makes contact with the phosphor bronze fingers, from which leads are taken away to a terminal block on the side of the demonstration board. The lamp fittings are mounted on sheet tin, which serves as a common negative return for all lamps.

*Description of Woodwork.*—The baseboard which takes the bulb holders is of 5-ply wood covered with sheet tin and is rebated into the back edge of a dovetailed box 18 in. × 18 in. internal and 3 in. deep, made of 1 in. deal. The baseboard is screwed into position and the whole backed by 3-ply wood which is fitted into another rebate as shown. The board in front of the lights is drilled and the holes spaced as shown. This board is of 3-ply and slides in a groove in the box, the front edge of the top of the box being left short to permit of this. The hood is of 3-ply, 14 in. wide, and bradded to the box described above at an angle of 45°. The corners are secured by  $\frac{3}{4}$  in. ×  $\frac{3}{4}$  in. strips and a similar strip is used as a packing piece between the hood and the box. The apparatus is secured by furniture plates to the wall.

A locked box is provided for the switch, size 12 in. × 7 in. × 14 in. internal, made of  $\frac{5}{8}$ th in. deal and 3-ply and dovetailed and fitted with a panelled door. A 3-ply board 18 in. × 12 in. is provided showing diagrams of lights as shown in the Manual of Seamanship, 1932, page 202, but arranged in order of numbers as shown on the edge of the switch knob. This is for the use of the instructor, and should not be visible to the class.

3. The stores required are as follow :—

Ebonite rod, 2 in. diameter	...	...	...	6 in.
Brass boltstave, $\frac{1}{2}$ in. diameter	...	...	...	1 ft.
Brass boltstave, 2 in. diameter	...	...	...	1 in.
Ebonite sheet, $\frac{1}{2}$ in.	...	...	...	1½ lb.
Phosphor bronze, sheet, 28 gauge.				
Sheet brass, 250 gauge.				
Lamp holders	...	...	...	15
Lamps, 2·5 volts	...	...	...	15
Cells, Pattern 4976	...	...	...	2

4. Reports are to be rendered in twelve months' time indicating whether use has been made of the apparatus.

## 1929.—Gunnery Practices—"Throw-off Firings"—Marking for Line—Method of using 4° and 6° Prism Attachments

*Ships concerned and Gunnery Schools*

(G. 3989/36.—6.8.1936.)

The following instructions for the use of 4° and 6° prisms for line marking of throw-off firings are issued.

2. The prism, which covers approximately half the objective, should be fitted to one barrel of the binoculars. Where the stereo binoculars are of the hinged type, care must, of course, be taken to adjust the glasses to the interocular distance of the observer before aligning the prism.

3. When the prism is shipped, approximately one quarter of the light reaching the observer will be deflected, the remaining three quarters coming through straight. As the splash is normally more difficult to see than the target, the binoculars should be trained on it, the target being observed through the prism. The fact that the observer, if the spotting officer, gets a poorer view of the target than he normally would, must be accepted.

## 1932.—Catapults—Cleaning of Drain Valves

(G. 6034/35.—6.8.1936.)

On all occasions after firing catapults, and thereafter monthly, the drain valve is to be removed and the valve and valve seating cleaned and lightly oiled.

2. In cases where the valve face or valve seating are found corroded they should be refaced.

3. Where pitting in excess of .05 in. deep is found in the body of the valve box, the box should be replaced at the first opportunity.

1939. }  
2012. } *Issued Confidentially.*

## 2014.—Aviation Fuel (D.T.D. 230)—Means of Distinguishing

(E.-in-C./M.F. 8545/36.—13.8.1936.)

It is notified for information that high Octane Aviation Spirit doped with tetra ethyl lead to Air Ministry Specification D.T.D.230 is coloured blue for distinguishing purposes.

2. Bodily contact with lead doped spirit should be avoided as far as possible.  
(C27002)

**2058.—H.M. Submarines—Main Batteries—Operating Instructions**

(M.F. 12833/36.—20.8.1936.)

The following information concerning main batteries is promulgated for the general guidance of submarine officers, particularly with regard to submarines operating in the tropics :—

(1) During charging, as the temperature of a battery increases, the corresponding voltage for a particular state and rate of charge will fall.

When completing a charge at 200 amperes per battery section, the voltage will be of the order of 2.78 volts per cell at a temperature of 80° F., 2.73 volts per cell at a temperature of 100° F. and 2.67 volts per cell for the same state and rate of charge if the temperature rises to 125° F., the voltage generally corresponding to temperatures lying between the limits stated.

Similarly, the voltages at which the 1,000 ampere charging rate should be reduced is of the order of 2.4 volts per cell at 80° F., 2.33 volts per cell at 100° F. and 2.24 volts per cell at 125° F.

Subject to the battery having gassed freely towards the end of the charge any attempt to raise the voltage above these figures will only result in overcharging and a corresponding increase in temperature.

For a normal charge, the ampere-hours charge should form a guide as to the completion of the charge, and after making a reasonable allowance for error the ampere-hours charge should not in general exceed by more than 20 per cent. the ampere-hours discharge.

It should be understood that the above figures are for general guidance only and small variations may be expected, depending upon the type and age of a battery and acid density.

(2) In high capacity cells manufactured by the D.P. Battery Company prior to the date of this order, the diffusion of the electrolyte during charge is slower than in other types of cells and as a consequence the final density readings may not obtain until one or two hours after completion of the charge. Subject therefore to observation of the conditions laid down in paragraph 1 above regarding voltages and excess of ampere-hours charge over ampere-hours discharge the charge may be stopped before the density has risen to the final expected figure.

It is anticipated that D.P. high capacity cells manufactured subsequent to the date of this order will be fitted with an improved form of separator giving free acid circulation, the lag in density rise being thereby greatly reduced.

(3) The maximum allowable temperature of a battery specified by the manufacturers is 125° F. This temperature may be maintained for appreciable periods without serious adverse effects on the life of the battery.

If temperatures not exceeding 135° F. at the end of a charge are reached occasionally in actual service the effect on the battery as regards life is only likely to be small, and *in an emergency* temperatures that do not exceed 140° F. at the end of a charge need not occasion alarm.

With the immunised plates, hydrogen evolution will not be excessive at the higher temperatures, and with non-immunised plates observance of the precautions already laid down will avoid danger at the expense of some inconvenience if the working temperatures are high.

It is anticipated that additional information on this subject will be obtained as the result of experiments now in progress. The whole of the information in its final form will be embodied in a future edition of O.U. 5385—Main Electrical Batteries of H.M. submarines. In the meanwhile a copy of this order should be placed in existing copies of O.U. 5385.

**2059.—Issued Confidentially.**

## 2060.—Mark VIII\* F.A.A. Torpedoes—Test of Check Valve in the Air Lead from Disc Reducer to Servomotor during Routine O—REPORT

(T.2864/36.—20.8.1936.)

Reports have been received from sea that water has been found in the buoyancy chambers of 18-in., Mark VIII\*, F.A.A. torpedoes on recovery, due to the failure of the check valve in the air lead from the disc reducer to the servomotor.

2. With reference to O.U.6259, paragraph 96 (a) and 96 (c), this check valve is to be tested for airtightness before any other routine is carried out on it. A report is to be forwarded if it is found that there is a general tendency for these valves to leak.

## 2062.—Hydraulic Transmission Units—Steering Gear

(E.-in-C./D. 8976/36.—20.8.1936.)

Cases have occurred of the bearings of motors and pumps of idle steering gear units being damaged by the vibration in the steering compartments. All steering gear units are to be used when steaming at high powers and the spare pump unit is to be stowed in a compartment free from vibration.

## 2111.—*Issued Confidentially.*

## 2113.—Q.R. V, VI\*, VII, VIII, T.R. IV and P.R.L. Torpedo Tubes—REPORTS

*"Leander," "Arethusa," "Southampton" and later Cruisers. "Faulknor" and "Fearless" Class, "Grenville" and "Greyhound" Class and later Destroyers*

(T. 2014/36.—27.8.1936.)

The test for blow of the striker for the torpedo tubes mentioned in the heading to this Order as laid down in paragraph 10 of O.U. 5462 is 23 in. lbs.

2. The blow required to shear the shearing pins of the E. & P. primer, No. 14, Mark III, as eventually to be supplied, is 24 in. lbs., and it is, therefore, proposed to raise the minimum test blow to 30 in. lbs., corresponding to the compression of a copper plug of .039 in.

3. On receipt of this Order all ships are to test the actual blow of striker and report through their administrative authority any cases of failure to obtain a blow of 30 in. lbs. after fitting a new spring, if necessary, as laid down in paragraph 10 of O.U. 5462.

4. In order to obtain the increased blow of the striker it is essential that the breech should be clean and all parts of the mechanism should work freely.

5. The relevant regulations will be amended in due course.

## 2115.—*Issued Confidentially.*

## 2116.—Torpedo Pistols, Types 3A\*, 3A\*\*, 3E and 3F— Strengthening of Shearing Pins

(A.S. 4803/36.—27.8.1936.)

In order to render the above types of pistols more immune from premature firing by countermine shock, it has been approved to strengthen the sleeve shearing pin and the striker shearing wire. It is to be noted that Type 3A is not included.

2. The modifications will be carried out in torpedo depôts as pistols pass through workshops for overhaul, etc.

(C 27002)



3. In order to show that the strengthened sleeve shearing pins and striker shearing wires have been fitted they are being made with two screw-driver slots at right-angles in the head.

4. When modified pistols are received on board, all pins, St. Nos. 818 and 889, carried in "Chests, tools and spare gear, for pistols," are to be returned to a torpedo depôt, and the strengthened type pins, viz., St. Nos. 818a and 889a drawn in lieu.

5. Labels of chests and torpedo store accounts are to be amended as necessary.

### **2119.—Torpedoes and Stores—Blowing Heads—Removal of Stop Valve**

(A.S. 3993/35.—27.8.1936.)

New manufacture blowing heads for torpedoes will be fitted with a charging valve only, no stop valve being fitted. A new pattern cap, St. No. 5349 (with copper washer), will be fitted in order to prevent leakage through charging valve, and care is to be taken that, in all blowing heads in which no stop valve is fitted, the new pattern cap is in place.

2. When checking air pressures in bottles, it will be necessary to use a discharging nozzle, St. No. T.152, otherwise loss of air will occur when fitting and removing the nozzle.

3. An allowance of nozzles, St. No. T.152, in the proportion of one to each, will be made to each ship and vessel at present not allowed this type of nozzle.

4. Demands to complete to the new allowance of nozzles, St. No. T.152, are to be forwarded to the nearest torpedo depôt.

5. Torpedo store accounts are to be amended as necessary.

### **2122.—Catapults—Replacement of Fluid in Recoil System**

(M.F. 01023/36.—27.8.1936.)

The question of replacement of the fluid in the recoil system of catapults in the event of loss of the charge owing to damage or other cause has been under consideration.

2. Trials have been carried out to ascertain the effect of using standard hydraulic water (i.e., 3½ gallons of Argolene oil in 5 tons of distilled water) in a catapult designed to work with a mixture of glycerine and water in equal proportions.

3. The trials indicated that hydraulic water could be used with comparatively unimportant effect on ballistics and retardation pressures. Generally about 1 knot increase in launching speed may be expected when hydraulic water is used in place of the mixture of glycerine and water.

4. In the event, therefore, of inadvertent loss of the fluid in the catapult, no objection would be raised to the use of the standard hydraulic water referred to in paragraph 2. It is preferable that distilled water alone should not be used.

5. The mixture of glycerine and water in equal proportions was adopted for rotating catapults owing to its low freezing point. When therefore hydraulic water is used in lieu, precautions against freezing should be taken as necessary.

2124. }  
2130. } *Issued Confidentially.*

## 2133.—Battle Practice Targets—Docking and Maintenance

(D. 6073/36.—27.8.1936.)

It has been decided that the maximum period between successive dockings of a battle practice target is to be between two and three years, such dockings to be for the purpose of drying out, cleaning and coating bottom, inspection of underwater structure, towing arrangements, etc., except that *high speed* targets are to be docked annually.

2. In future, a history sheet is to be prepared and maintained for each battle practice target showing the dates of docking, extent and locality of important defects, etc.

3. Blank history sheets are being prepared for each battle practice target now in use and will be forwarded, in due course, to the authorities responsible for the care and maintenance of the targets.

4. General arrangement drawings showing the information required in connection with the docking and repairs of the targets are being supplied by the Admiralty, as far as they are available, for retention with the history sheets.

5. The history sheets and drawings are to be kept in the charge of the authority responsible for the care and maintenance of the targets concerned and are to be forwarded to the dockyard authorities, or in the case of targets repairing by contract to the Admiralty Overseer, whenever a target is sent for docking and repairs, in order that the necessary information may be inserted on the completion of the work. The sheets and drawings are then to be returned to the authority responsible for the care and maintenance of the target.

## 2134.—Revision of Gunners' Fixture List—New List of Portable Fittings, Spare Gear, Drawings, etc.

(N.S. 15601/35.—27.8.1936.)

The Gunners' List of Portable Fittings, Spare Gear, Drawings, etc., has now been revised and future lists should contain only the articles referred to in Appendix (1), together with any other portable fittings and spare gear which are not shown in the Appendix.

2. The items shown in Appendix (2) need not be included in the lists as they are either obsolete, considered to form part of the hull of the ship, or shown in other lists. The items in Appendix (3) should be dealt with as sea stores and posted in the Central Store Account if not already done. The quantities so transferred should also be clearly indicated at the top of the ledger page with the letters S.G. as a suffix (representing those ex Spare Gear, etc., List) in order that the quantity on board may be readily compared with authorised allowances.

3. When a new list on loose leaf forms is prepared from the Old Fixture Lists D.6G, or Combined List D.6, the letters indicated below are to be shown on the form D.6G (or D.6) against the items so dealt with—

- (a) Those actually included in the new list of portable fittings, spare gear, drawings, etc.
- (b) Those omitted from the new lists in accordance with paragraph 2 above and paragraph 2 of A.F.O. 2533/35.
- (c) Those items transferred to the Central Store Account in accordance with paragraph 2 above and paragraph 2 of A.F.O. 2533/35, and a notation to this effect made on the old form.

A list in triplicate of the items marked (C) should be furnished by the Dockyard Professional Departments concerned to the (Superintending) Naval Store Officer, who should forward one copy to the Accounting Officer of the ship and one to the Admiralty (N.S.), the third copy being retained for record purposes. The list should contain a full description of each item, including pattern number, together with sufficient information to enable the Accounting Officer to obtain receipts from the officer concerned and to record the articles in the Central Store Account as a permanent loan.

4. In the case of new ships building by contract care is to be taken that the items shown in Appendix (3) are included in the lists furnished by Contractors showing details of the sea stores supplied by them in accordance with the building specification.

5. Similar lists should be prepared by Dockyard Professional Officers for dockyard-built ships.

6. The principles set out in this Order apply to all ships, and lists in accordance with these instructions should be provided in all new ships and all other ships where provision of new lists is approved.

#### APPENDIX 1.

##### *Items to be included in Gunner's List of Fittings.*

##### *Drawings.*

All spare parts and gear for—

All gun mountings.

Workshop machinery.

Hydraulic and other machinery.

Bollards.

Special tools for all—

Gun mountings.

Workshop machinery.

Hydraulic and other machinery.

} Tools are to be shown with the  
spares provided for a particular  
gun mounting, etc.

Field mountings for machine guns and spares.

Ship mountings for Lewis guns and spares.

Fire control instruments (if not included in Torpedo Warrant Officer's Lists or Central Store Account).

Rings, holding down.

Aiming apparatus, dotters.

Aiming apparatus, clockwork attachment.

Deflection teachers.

Laying teachers.

Loading teachers.

Blocks, metal, in magazine.

Chains, securing, for guns.

Telescopes, laying teacher.

Drill telescopes, dotter.

Telescopes, bore, high power.

Telescopes, bore, low power.

Dotter telescopes.

Drill periscopes.

Holders for bore telescopes (show separately under telescopes).

All spare telescopes for gun mountings.

Any other telescopes and periscopes not provided as sea stores.

Any other items of a portable or semi-portable nature not shown above.

*Items not to be included in Gunner's List of Fittings.*

Electric motors and spares.—To be dealt with by Torpedo Warrant Officer.

Rangefinders, 9-ft. and above.	} These are shown in fitted drawings and range finder logs.
Heightfinders.	
Mountings for above.	
Auxiliary machinery—	
Hydraulic bollards.	
,, lifts.	
,, cordite hoists.	
,, shot hoists.	
,, turret or barbette training engines.	
Bollards.	

## APPENDIX 3.

*Items to be included in Central Store Account (if not already shown).*

Buoys, night, life.

Tank, steel, for gun tubes.

Trolleys for gun sights, etc., of standard type or included in Sea Store Establishment.

Voice-piping, flexible.

Vices.

Pressure gauges.

Hoses for washing out tanks (if standard).

Rangefinders, under 9-ft., and mountings for.

(A.F.O. 2533/35.)

**2136.—Taut Wire Measuring Gear**

(N.S. 4571/36.—27.8.1936.)

Taut Wire Measuring Gear will in future be known, and should be referred to, as Mark I, Mark II, or Mark III, according to the length of wire on the drum, and the classes of vessels for which suitable.

2. The descriptions of the sets are as follows :—

Mark I.—Length of wire on drum—140 miles, suitable for the minesweeping, surveying and minelaying class of vessels, and cable ships.	} Manufactured by The Telegraph Construction and Maintenance Co., Ltd., Enderby's Wharf, London, S.E.10.
Mark II.—Length of wire on drum—9 miles, suitable for netlayers and boom vessels.	
Mark III.—Length of wire on drum—5 miles, suitable for submarines.	Manufactured by Messrs. Kelvin, Bottomley and Baird Co., 18, Cambridge Street, Glasgow.

3. Spare wire and drums for this gear will be dealt with under Patterns 8710 to 8715, as at present.

**2171.—Issued Confidentially.**

**2174.—15-in. Turrets—Firing and Night Sight Circuits***Battleships and Battle Cruisers*

(T. 2585/36.—3.9.1936.)

It has been decided to carry out the following alterations to the local firing and night sight circuits of 15-in. turrets in battleships and battle cruisers, when ships are in hand for large repairs:—

- (a) Abolish gun circuit boxes.
- (b) Fit fuze boxes in lieu of circuit breakers.
- (c) Fit double contact pistols in lieu of single pistols.
- (d) Provide one supply change-over switch for the night sight circuits.

An item is to be inserted in ships' lists of Alterations and Additions accordingly, Classification "C."

2. Copies of drawings, indicating the arrangement of the circuits as adopted for "Warspite," and the details of the fuze boxes, will be forwarded to Devonport, Chatham and Malta Yards from Portsmouth for information.

3. In consequence of the abolition of lamp, Pattern 3, lamp, Pattern 9899, is to be used in the circuit breakers in 15-in. turrets, pending alterations to the circuits as set out above. Lamp, Pattern 9899, in its final form has a 38 mm. bulb, but first purchases had a 50 mm. bulb. Ships should specify 38 mm. bulb when demanding lamps for use in circuit breakers.

**2181.—Revised List of Portable Fittings, etc., for Torpedo Warrant Officer**

(N.S. 1845/36.—3.9.1936.)

*(This reprint embodies A.F.O. 2915/36.)*

The list of portable fittings and spare gear for the Torpedo Warrant Officer has been revised on the following lines:—

It has been decided to divide the items at present included in the lists into the following categories:—

- (a) Items shown in O.U. 6137 (Electrical Equipments in H.M. Ships) or scheduled on "as fitted" drawings, which can be considered as part of the structure of the ship or which are not of an easily portable or removable nature, need not be accounted for in the new list of fittings.
- (b) Items shown in O.U. 6137 or on "as fitted" drawings, but which are of a portable or semi-portable nature, are to be accounted for in the new list of fittings. Such items are included in Appendix 1. With a view to avoiding duplication, these items need *not, however, be inserted in detail* in the list of fittings but should be accounted for by reference to the O.U. 6137 or fitted drawings as requisite (*see example in Appendix 3*).
- (c) Items of a portable nature or which are easily rendered portable, which are not included in O.U. 6137 or on "as fitted" drawings, *are to be inserted in detail* in the new list of fittings. Such items are also included in Appendix 1.
- (d) Items which are to be dealt with as sea stores are shown in Appendix 2. As a general rule spare instruments and spare parts of instruments, also electrical equipment of the "Plug in" type (*e.g., portable lamps, etc.*), are to be dealt with as sea stores and will be added to the Sea Store Establishment concerned if not already included therein.

The portion of the O.U. 6137 provided for each particular ship as well as the fitted drawings are to be taken on charge in the List of Portable Fittings, etc., and in view of the fact that these documents become reference lists for accounting purposes, it is essential that these drawings, etc., should be corrected whenever alterations are made to ships' equipments. In this connection attention is called to Article 594 of Home Dockyard Regulations. The usual instructions as regards Form D.526 should also be followed in connection with any alterations to the items which are shown or referred to in the List of Fittings.

Steps should also be taken to ensure that "Spare gear" (either on charge in detail or "as per list on box") is replaced whenever any of the items are expended in order that the approved allowance of spare gear may always be available.

The certificates of first supply, transfer between officers, or on paying off, will be amended to include a reference to the "as fitted" drawings and O.U. 6137 so as to cover receipts for the articles referred to in these documents for which an account is necessary. (See note on Appendix 1.)

When an existing list is closed and a new one prepared, the letters indicated below are to be shown against the items in the old list.

- (A) Articles shown on "as fitted" drawings or in O.U. 6137 for which an account is not necessary and which need not be shown in the new list.
- (B) Articles transferred in detail to the new account.
- (C) Articles of which an account is to be kept by means of reference to "as fitted" drawings or O.U. 6137. The number of the drawing, etc., is to be quoted against each item.
- (D) Articles transferred to the Central Store Account.

A list in triplicate of the items marked (D) should be furnished by the Dockyard Technical Department concerned to the (Superintending) Naval Store Officer who will forward one copy to the Accountant Officer of the ship and one copy to the Admiralty (N.S.), the third copy being retained for record purposes. The list should contain a full description of each item, including pattern number, together with sufficient information to enable the Accountant Officer to obtain the necessary receipts from the officer concerned and to record the articles in the Central Store Account as on permanent loan. The quantities so transferred should also be clearly indicated at the top of the ledger page with the letters S.G. as a suffix (representing those ex spare gear, etc., list) in order that the quantity on board may be readily compared with authorised allowances.

Amendments to existing lists should be confined to the items for which an account is necessary under the new system.

The principles set out in this order apply to all ships, and lists in accordance with these instructions should be provided in all new ships and all other ships where provision of new lists is approved.

#### APPENDIX I

##### *Items to be included in the List of Portable Fittings, etc.*

Items.	Remarks.
All spare gear for all dynamos, motors, motor generators, etc., as follows :— Armatures. Field coils. Small spares (as per list on box).	As in O.U. 6137. If not referred to in O.U. 6137, to be shown in detail on lists of fittings, spare gear, etc. If a list of spares is not on the box, the items are to be shown in detail on the list of fittings. <i>Note.</i> —Spare gear, for motors, etc., required by the Gunner is also to be included in T.W.O.'s account.

Items.	Remarks.
Any articles supplied as spare gear with switchboards, etc. (if not sea stores). Fuse boards, portable. Cells (if not included in Sea Store Establishment). Charging boards (if portable). All <i>instruments</i> for fire control high angle control, torpedo control, searchlight control, hummer communications, and <i>instruments</i> in any other miscellaneous power or other circuits as shown on "as fitted" drawings. Telephones and Navyphones. Spare parts for torpedo tubes.	Instruments not shown on "as fitted" drawings are to be inserted in detail in the List of Fittings if not included in the Sea Store Establishments.  To be taken on charge "as per list in box"; if a list is not supplied the items are to be shown in detail.
Strops, tackles, etc., provided in the Rigging Warrant for the Torpedo Warrant Officer. Searchlights (if not shown in O.U. 6137 or Sea Store account). Torpedo loading and transporting gear.	If not already included in the Sea Store Establishment.
Chains, etc., for hoisting and securing torpedoes, torpedo tubes, projectors, etc. Depth charge release gear and spare gear. Emergency electric cable. Reels for cable. Stands for reels. Traveller and trolleys.	If not included in the Sea Stores Establishment.
Workshop machines and spare tools, etc. Any other articles of a portable or semi-portable nature not mentioned above. All drawings and part O.U. 6137. H.A.C.S. Tables and F.C. Tables and Clocks.	

*Note.*—Pending reprint of Certificates (A), (B), and (C) (Forms D.795, D.796, and D.797), manuscript additions as shown below should be added to the forms when used for T.W.O. lists.

D.795.

After "Pages — to —" add "including those items referred to in part O.U. 6137 or on 'as fitted' drawings".

D.796 and D.797.

Amend certificates to read "... stock of spare gear, etc., including those items referred to in part O.U. 6137 or on 'as fitted' drawings."

## APPENDIX II

*Items to be included in Sea Store Account  
(if not already shown)*

All portable electric lamps.  
 Bracket pillar and standard lamps.  
 Pendant for Ward Room lamps.  
 Electric items of plug-in type.  
 Electric fires and panels.  
 Gauges, air pressure.  
 Mechanical torpedo sights (i.e., excluding type "B" sights.)  
 Pressure indicators.



APPENDIX III

D.	Line.	Description.	Denomination of Quantity.	Quantity.	Place where Gear may be found.	Return of Store.	Place on Deposit.	Left on Board.	Re-charged to Ship or Harbour Charge.	Remarks.	PAGE
		Spare Gear for :— Low Power Motor Generator, etc., etc.	—	—	T.W.O. or Electrical Spare Gear Room.					Quantities and description as in O.U. 6137.	
		Instruments for :— Fire control    ...    ...	—	—						Quantities and descriptions as shown on drawing No. H.49.	
		Torpedo control    ...    ...	—	—						Quantities and description as shown on drawing No. H.20.	

**2256.—Guns—Breech Mechanisms, Q.F. Guns—Use for Drills**

(G. 4160/36.—10.9.1936.)

When drill is carried out at Q.F. guns, damage will occur to certain parts of the mechanism unless they are unshipped.

2. The following table shows the parts which are to be removed before drill is carried out.

<i>Guns.</i>	<i>Mechanism parts to be unshipped.</i>
Q.F., 4 in., Mark IV ... ..	Case firing mechanism. Lever firing intermediate. Lever recocking intermediate.
Q.F., 4 in., Marks V and V* ...	
Q.F., 4 in., "A" Marks V and V* ...	
Q.F., 4 in., Mark XII ... ..	Case firing mechanism.
Q.F., 4 in., Mark XV ... ..	Striker.
Q.F., 4 in., Marks XVI and XVII	Spring main, and disc.
Q.F., 4 in., Marks VIII to IX**	Case firing.
with electro-mechanical firing	Case toggle striker.
mechanism.	Striker.
Q.F., 4·7 in., Marks VIII to IX**	Spring main and bearing disc.
with direct electric firing	Case trigger sear.
mechanism.	Block needle.
	Spring, needle block and bearing guide.
	Striker.
	Spring striker and bearing guide.

3. After drill the breech mechanism is always to be stripped down and lubricated.

4. (i) In order to save wear with the component mechanisms of guns, 4 in., Marks V and V\* and A.V and V\*, on H.A., Mark IV mountings, the service spare breech block and one pair of spare extractors only should be used for the purposes of drill, whenever this course is practicable.

(ii) The spare breech block and pair of spare extractors should be shifted as requisite from gun to gun, when time and circumstances permit.

(iii) Extractors which have not been repaired should not be used for drill but should be reserved for service firings.

2257. }  
2264. } *Issued Confidentially.*

**2265.—Cordite, Mark I, Size 7½—Withdrawal and Restricted Use**

(A.S./G. 2211/36.—10.9.1936.)

It has been decided to discontinue the general supply of Q.F. 2-pdr. ammunition, filled cordite Mark I, size 7½, and to restrict its use to the following, viz. :—

(a) Sub-calibre firings.

(b) Gunnery School firings (practice and C.N.F.).

2. Further, the restricted supply of these cartridges will be to *Services employed in home waters and Mediterranean only.*

3. H.M. ships abroad, other than in the Mediterranean Fleet, should return to store all cartridges, Q.F. 2-pdr., filled cordite, Mark I, size 7½, as and when cartridges filled H.S.C.T., which should be demanded in lieu, are available.

4. H.M. ships at home and in the Mediterranean should retain on board only the cartridges, Q.F. 2-pdr., filled cordite, Mark I, size 7½, for sub-calibre firings, all other 2-pdr. cartridges of this type of filling being returned to store when H.S.C.T. filled cartridges, which should be demanded, are supplied in lieu.

5. Naval Armament Depôts abroad, except Malta and Gibraltar, are to return to England all cartridges of this nature and filling in store, together with those returned by H.M. ships.

**2272.—Throat Bricks for Oil-fired Boilers**

(C.P. 24328/36.—10.9.1936.)

The following should be added to the list of contractors approved for the supply of throat bricks, Patterns 391-8, and 833-5:—

Messrs. The Glenboig Union Fire Clay Co., Ltd.,

“Glenboig special A1 quality.”

2. Throat bricks supplied by Messrs. Glenboig of the brand indicated are to be regarded as being of equal quality to those supplied by Messrs. Foster and Messrs. Stein.

**2275.—Aircraft—Accidents due to Failure of Hoisting Gear—REPORT**

(M.F. 13876/36.—10.9.1936.)

Accidents to aircraft due to failure of slings or incorrect hooking on have been reported in Bi-annual Reports on Air work, but no R.A.F. Forms 1022 have been rendered.

2. Information as to the causes of these accidents is required, and ships in which they have occurred since 30th November, 1935, are to forward short reports of the accidents.

3. In future R.A.F. Form 1022 should be rendered through the usual channels to the Air Ministry for any failures of aircraft slings or their attachment to the aircraft.

4. Accidents caused by failure of cranes, Thomas grab or quick-release hook and coupling should be made the subject of report to the Admiralty, stating the defect of material or fittings, together with any recommendation for improvement in the part concerned.

**2278.—Battery Tanks in Submarines—Materials for Coating**

(N.S. 6637/36.—10.9.1936.)

Trials have shown that for coating battery tanks in submarines the following materials are both satisfactory:—

Bituros special acid-resisting enamel.

Rosbonite, special quality, for battery tanks.

These materials will accordingly be purchased in competition in future, acceptance being governed by price and relative covering capacities.

2. The special bituros enamel will be added to the Rate Book of Naval Stores under Subhead E, Item 8, and future demands for materials required for coating submarine battery tanks should show both of the approved coverings.

3. The trials recently carried out on the China Station should be regarded as closed.

2311. }  
2317. } *Issued Confidentially.*

**2318.—Above-water Torpedo Tubes—21-in., Q.R. VII, Q.R. VIII, Q.R. VIII\*, 21-in., P.R. I, 21-in., T.R. IV, T.R. IV\* (1933 Class), 21-in., T.R. II, Z and Y Tubes (“Ambuscade”)—Modification to Top Stop**

*H.M. Ships “Ajax,” “Amphion,” “Apollo,” “Grenville,” and “Greyhound” Class, “Glowworm,” “Hardy,” and “Hero” Class, “Arethusa,” “Galatea,” “Penelope,” “Newcastle,” “Southampton,” “Ambuscade,” and Dockyard concerned*

(T. 1958/36.—17.9.1936.)

Cases have occurred of the shearing of the split taper pins securing the cam operating the top stop due to the effort required to lift the stop when the torpedo is bearing hard on the stop face.

2. To remedy this, the face of the stop bolt is to be tapered off as shown in A.F.O. Diagram 103/36.

3. The modification is to be carried out by ships or depôt ship’s staffs in vessels in commission and by the dockyards concerned—for spare torpedo tubes and those under manufacture.

4. Where the vessels have not yet had their torpedo equipment trials, the modification is to be carried out by the dockyard equipment party.

5. The number of spare taper split pins for securing the cam operating the top stop is to be increased to 2 per mounting. The additional pins required are to be provided by the ship’s or depôt ship’s staff.

**2320.—Torpedoes—Heads, Collision, Bulkhead, Patt. 21-in. (all Marks)—Modification to enable Heads to be drained when in a Horizontal Position.**

(A.S. 5083/35.—17.9.1936.)

It has been approved to modify all 21-in. bulkhead pattern collision heads to enable the forward compartment to be drained when the heads are in a horizontal position.

2. A draining screw will be fitted to the forward compartment on the bottom centre line of the head and the bottom blow out disc will be removed and the hole blanked.

3. All collision heads concerned will be modified in torpedo depôts as opportunity offers.

4. The draining screw referred to in paragraph 2 will be accounted for as follows:—

*Section IV.*

Screws, drain, collision heads, bulkhead pattern, St. No. 597; and will be allowed in the following chests in the proportion of 6 per chest.

Chests, spare gear, 21-in., II-II\*\*\*\*, IV-IV\*.

“ “ “ 21-in., V.

“ “ “ 21-in., IX-IX\*.

Chests, tools and spare gear, 21-in., IX-IX\*.

Chests, tools and spare gear, for destroyers and submarines, 21-in., II-II\*\*\*\*, IV-IV\*.

5. Demands for the quantities required to complete the above chests are to be forwarded to the nearest torpedo depôt.

6. Labels of chests and torpedo store accounts are to be amended as necessary.

**2321.—Torpedoes—Tools and Stores—Modification to Tools, Setting, Blowing Valves, in Blowing Heads, St. No. T.241.**

(T. 1343/36.—17.9.1936.)

The cocking spanners for torpedo blowing heads (St. No. T.241) were modified to reduce the chances of applying a side strain on the dashpot plunger.

2. A further small modification has been found to provide yet more of a safeguard, details of which are shown in A.F.O. diagram No. 98/36. The cross piece acts as a guide in the blowing mechanism pocket and ensures that the cocking lever is held parallel to the axis of the head and so central over the dashpot spindle while cocking the head.

3. The modification is to be carried out by ships' staffs.

### **2322.—Pistols, Type 3A, 3A\* and 3A\*\*—Locking Device for Fan Blades**

(A.S. 5191/36.—17.9.1936.)

It has been approved to modify all Types 3A, 3A\*, and 3A\*\* pistols to enable them to be fitted with a wire loop safety device for locking the fan blades. The wire loop device however is to be used at present for 3A\*\* pistols, St. No. T.298, for use with aircraft torpedoes only.

2. The modifications include—

(a) Passing a loop of soft copper wire, No. 17 S.W.G., round one of the blades and securing the ends to an eye-bolt which is screwed into the nose-piece of the pistol for that purpose.

(b) The use of a modified form of safety clip in which a pin is screwed into the yoke of the clip and the two projecting ends of the pin engage in slots cut in the fan boss and nose-piece respectively.

3. These modifications will be carried out in torpedo depôts, and all ships and vessels concerned are to make arrangements with the local Torpedo Engineer Officer for Types 3A, 3A\*, and 3A\*\* pistols, on board to be exchanged for modified pistols as soon as the latter are available for issue.

4. The necessary corrections to the handbook concerned will be effected in due course.

### **2364.—Gun Mountings, 4·7-in., C.P., Marks XIV and XVII—Modification to Loading Tray Interlocking Gear**

(G. 1905/36.—24.9.1936.)

A number of instances have been reported recently in connection with the above mountings in which a foul has occurred during run-out between the cam and the safety bar of the loading tray interlocking gear.

2. The clearances in the loading tray interlocking gear have therefore been reviewed, and it is anticipated that the following revised clearances and consequent modifications will reduce the possibility of the occurrence of such a foul to a minimum.

3. The necessary modifications are described below with references to O.U. 6235, plate 19, in brackets, and are shown in red on A.F.O. diagram No. 87/36.

(a) *Modifications to Tray Interlock bar.*

*Item 1.*

A distance piece .13 in. thick should be fitted on the safety bar guide bracket.

*Item 2.*

The toe of the safety bar (R) is to be cut away so as to retain a clearance of .35 in. between the bar and the cam (S) on the bottom of the breech actuating shaft.

(b) *Modifications to limit the travel of the Loading Tray.*

The travel of the loading tray is to be reduced from 13.55 in. to 13.45 in. and is to be ensured by the following modifications:—

*Item 3.*

A stop plate approximately .1 in. thick is to be secured by means of two countersunk headed screws to the roller cage (D) on the bracket (C) carrying the loading tray. The exact thickness should be determined by trial, and should be such as will maintain the travel of the tray at 13.45 in.

*Item 4.*

A new outer bush will be required on part (M) of bracket (C) carrying the loading tray. The new bush will require to be drilled to suit the new outer position of the loading tray.

*Item 5.*

The existing stop plate of thickness .3 in. on bracket (J) of the balance weight should be removed and a new stop plate of thickness .4 in. fitted in its place.

4. When carrying out the foregoing modifications care should be taken to ensure that—

- (i) no undue slackness exists in the various links and bearings affecting the movement of the loading tray, and that
- (ii) the pin on the safety bar is exactly at right angles to the safety bar.

5. The work should be carried out by ships' or depôt ships' staffs.

### 2368.—Rangefinders—Cement for Mounting Mirrors

#### *Dockyards*

(G. 4779/36.—24.9.1936.)

A defect in a U.F. 1 rangefinder has occurred in which one of the brass pads secured to the reflector mirror by a special cement had become detached.

2. The method of mounting the mirrors in built up end reflectors of FX, FM, 3, 5, 6, and 7, UF, UK, and UD4 instruments employed by the makers is by the use of the undermentioned special cement:—

Pitch	...	...	...	...	4 parts
Gutta percha	...	...	...	...	4 „
Shellac	...	...	...	...	5 „
Resin	...	...	...	...	2 „

3. The pitch is first melted and then the other ingredients added in the above-mentioned order. It is not considered desirable to provide a supply of this cement owing to its probably infrequent use, and it should be made up when necessary.

### 2377.—W/T—Types 33A and 34A—Conversion to Types 33HY and 34HY when Provision of H/F Attachments are Approved

(S.D. 0227/36.—24.9.1936.)

A simple H/F attachment has been designed for types 33A and 34A W/T installations, which can be fitted by ships' staffs if and when approval is given.

#### *Construction*

2. The transmitter is a simple self-oscillatory circuit with inductive reaction, with parallel feed and inductive aerial coupling. Its frequency range is from 3,300 kc/s. to 7,200 kc/s. ; but frequencies up to 10,000 kc/s. may be obtained by reducing the number of turns on both sides of the centre tapping by means of clips.

The circuit diagram is shown in A.F.O. Diagram 96/36.

The only alteration to existing wiring is the removal of the Pattern 5434 switch, 20,000 volts. This switch is to be wired as shown on the drawing to change over the H.T. supply from M/F to H/F, one pole only being used. The secondary output from the main transformer should be connected direct to the anodes of the NU1 valves.

The lead from filament negative to primary coil is to be connected by a soldered joint. The best connection point can be found by trial and will probably be from one-quarter to one-third the length of the coil from the grid connection end.

The aerial change-over switch spark-valve is to be connected as shown to change-over M/F—H/F.

The anode choke  $L_1$  is to consist of 100 turns of No. 26 S.W.G. D.S.C. wire on a cylindrical former of about 3 in. diameter.

*Filament Supply*

This is to be taken from the 20-volt battery. A switch, 2-pole, 1-way, 15 amps., Pattern 1549, is to be mounted in a convenient position, to switch on the filaments. The resistance, adjustable, Pattern 5250, and the voltmeter, Pattern 5420, should be placed close to the valve, so that the filament voltage may be adjusted with the cage door open.

The condenser No. 7, Pattern 2486A, is to be modified by removing half the vanes, so that the fixed and moving vanes are at double their normal spacing.

*Tuning*

The only tuning adjustment is the condenser No. 7 referred to above, unless frequencies higher than 7,200 are required, when the anode and grid leads to the primary coil must be adjusted by clips to reduce the number of turns on both sides of the centre tapping. The aerial coupling should be kept moderately loose, especially on frequencies above 5,000 kc/s.

3. When this H/F attachment has been fitted to Type 33A or Type 34A, these sets are to be known as Types 33HY and 34HY respectively, and the sets are to be taken on charge accordingly.

4. Services fitted with Types 2—34A, 2\*—34A, 13—34A, 34A, 9—33 or 33A, which are approved to convert their set to Type 34HY or Type 33HY respectively, are to demand the following stores, quoting this Order as authority :—

*Stores*

Pattern No.	Description.	No.
4926 } or 1822 }	Resistance, adjustable, 8 ohms, 10 amps., Type 16 ...	1
5503	Resistance, 3.5 ohms, 10 amps. ...	9
8382	Cells, secondary, 40 amp. hours ...	1
2486A	Coil, coupling unit (primary and aerial S/W) ...	1†
5001 } or 5235A }	Condenser No. 7, adjustable (air) with switch ...	1
5235A }	Condenser, mica, 0.0044 mfd. ...	1
5235A }	Condenser, fixed, 4 jars, 15,000 volts ...	1
5230	Condenser, grid leak, for Pattern 5228 board ...	1
5250	Resistance, adjustable, 1 ohm, 6 amps. ...	1
7626	Resistance, cartridge type, 10,000 ohms ...	1
8386	Resistance, cartridge type, 10,000 ohms ...	1
7130	Holder for one resistance unit (cartridge type, 5½ in. long) ...	1
6934	Board, fuze, 2-way, 7 amps. ...	1
7117	Fuze holder for 5 and 7 amp. fuzes ...	2
1366	Resistance, cartridge type, 7½ in., 30,000 ohms ...	2
5999	Holder for two resistance units (cartridge type, 7½ in. long) ...	1*
5998	Switch, 2-pole, 2-way, 15 amps. ...	1
4869	Switch, 2-pole, 1-way ...	1
7126	Valve NT1 (includes 2 spares) ...	3
5420	Holder for valve, wireless, NT1 ...	1
1758	Voltmeter, 3½ in. dial, moving iron, 0-30 volts ...	1
1324 } with 7990 } or 4548 }	Lamp, 50 c.p., 100 volts ...	2
4224 }	Base for batten lampholder ...	2
	Lampholder, batten type ...	2
	Lampholder on wood base ...	1
	Switch, tumbler ...	1

Notes.—Item marked † is to be modified as stated in paragraph 2. Item marked \* is to have 2½ in. removed from the centre and the ends are to be mounted on the bulkhead or other suitable position to accommodate the two resistances, Pattern 7117.

5. Ships concerned are to remove the stores at present fitted for Types 2, 2\*, 9 and 13, which are not required for use in Types 33HY or 34HY. The new H/F attachment is to be fitted in the space thus rendered available. The articles removed are to be returned to store where they are to be disposed of in the most economical manner.

6. The necessary amendments to W/T establishment lists will be promulgated in due course.

### **2380.—Condemnation of Provisions due to Failure of Refrigerating Plant**

(V. 2972/36.—24.9.1936.)

In the event of condemnations of provisions owing to failure of a ship's refrigerating plant, a full report of the circumstances is to accompany the Report of Survey (Form S.330) and is to include a statement of the action taken to remedy the defects.

### **2422.—Issued Confidentially.**

### **2423.—Valves for Superheated Steam Services—Replacements of Valve Lids—Renewable Seats and Spindles**

*H.M. Ships*

(D. 10156/35.—1.10.1936.)

When replacements of valve lids are required in connection with steam valves for superheated steam services for machinery installations, consideration may be given to the use of the nickel bronze known as Stone's 608 in addition to Cockburn's nickel bronze.

Any replacements of renewable seats or spindles of valves for these services are to be made with 13 per cent. chromium steel fittings.

### **2425.—Issued Confidentially.**

### **2426.—W/T—Transmitter 4H—Modification to Power Supply**

*Leaders and Destroyers of 1st, 2nd, 3rd, 4th, 5th, 6th, and 8th Destroyer Flotillas, "Montrose," "Campbell," "Valentine," "Versatile," "Vesper," "Viscount," "Vivien," "Westminster," "Westcott," "Windsor," "Winchelsea," and "Woolston."*

(N.S. 8016/36.—1.10.1936.)

In the ships mentioned above, the original anode supply to W/T transmitter 4H has been replaced by a secondary battery consisting of five batteries, Pattern 6034B/C, with the necessary charging arrangements.

2. As it is desirable to be able to operate W/T transmitter 4H when this battery is on charge, ships mentioned above are to demand one switch, tumbler, 2-way and off, 5 amps., Pattern 8291, quoting this Order as authority, and are to mount it in a convenient position, wired as shown in A.F.O. Diagram 121/36.

3. This switch enables W/T transmitter 4H to be operated from the 110-volt ship's mains when battery supply is not available.

4. This work is to be carried out by ships' staffs.

5. The appropriate establishment lists of W/T stores will be amended in due course.



**2428.—10-in. Signalling Projector, Pattern 3860—Conversion to Pattern 3860A**

(N.S. 1486/36.—1.10.1936.)

Forty-nine sets of conversion parts, as enumerated in A.F.O. Diagram 92/36 have been purchased for the purpose of converting existing projectors, Pattern 3860, to Pattern 3860A.

2. Delivery of these parts will be made to Chatham, and one set is to be demanded for each projector, Pattern 3860, by ships concerned, and fitted by ship's staff in accordance with the following instructions:—

3. Remove shutter operating mechanism cover, shutter operating mechanism, shutter, reflector, and lampholder.

4. *To Fit New Spring Clips for Reflector.*—Remove wire mesh backing and copper ring from reflector (if fitted) and fit new clips (item 21) as indicated on diagram.

5. *To Fit New Lampholder.*—Set distance piece on gauge (item 25) according to the thickness of the reflector being fitted.

If a  $\frac{1}{8}$ -in. reflector is in use the portion of distance piece visible should be that portion having  $\frac{1}{8}$ -in. typed on it, and if a  $\frac{3}{8}$ -in. reflector is in use the portion of distance piece visible should be that portion having  $\frac{1}{8}$ -in. typed on it.

Cut off the four securing studs on barrel and file flush.

Drill out studs with  $\frac{1}{8}$ -in. diameter drill, this will give clearance holes and slight allowance for O.B.A. screws (item 6).

Assemble the complete lampholder unit which consists of all the items included in the assembly drawing with the exception of pads (item 5) and securing screws (item 6).

Fit gauge in position in lampholder and clamp complete unit to projector casing in approximately the correct position by means of the clamping bar and bolt (items 11 and 12) supplied for this purpose only.

Adjust position of lampholder vertically by suitably arranging the position of the shim washers (item 8) either above or below the lampholder base plate.

Adjust position of lampholder horizontally by easing clamping bar and moving the whole unit in the direction desired. When correct position is obtained, first ensure that pads (item 5) are in correct position between gland plate (item 3) and the barrel casing, then tighten up clamping bar and spot centre gland plate through clearance holes already drilled in projector casing.

Remove complete unit and drill and tap in spot centre positions for O.B.A. fixing screws (item 6). Replace and tighten by means of the fixing screws.

If it is found that further horizontal adjustment is necessary this can be obtained by the clearance holes in plate of lampholder (item 1) and by the clearance holes in the projector casing.

6. *To Fit New Spring for Shutter.*—Unscrew spring support on the arm of the operating handle and drill out the hole that this is fitted into with  $\cdot 257$ -in. diameter drill (F. Morse).

Insert new spring support (item 14) so that the slot faces towards the front of the projector, rivet over on back, drill through both arm and spring support with  $\cdot 169$  in. (18 Morse) diameter drill for rivet (item 15) and rivet in position.

7. *To Fit New Stops for Shutter Operating Handle.*—Remove existing stops and true up underneath face of bottom support (if necessary) and file  $\frac{3}{4}$  in. off inside of each support as shown on diagram.

Drill out existing holes in supports with  $\cdot 201$ -in. diameter drill (7 Morse) and insert new stops (item 16) together with shim washers, shake-proof washers and nuts (items 17, 18 and 19).

Replace shutter and shutter operating mechanism and file bottom face of operating arm so that it strikes face of lower stop squarely and shutter opens through 90°. It may be necessary to twist slightly the top stop support to ensure that the arm also strikes this face squarely.

8. *To Fit New "Shutter Open" Stop Pin.*—With shutter operating handle fully depressed and shutter in full open position drill  $\frac{3}{8}$ -in. diameter hole through pinion and  $\frac{1}{8}$  in. deep into barrel in position shown.

Drill  $\frac{1}{8}$ -in. diameter hole in barrel in position shown for attaching chain and pin (item 20).

Drill  $\frac{3}{8}$ -in. diameter hole in front of ventilation louvre as shown for stowage of pin (item 20) when not in use.

## **2497.—Director Firing Gear—Illumination of Director Training Receivers, Types B, Mark II and III, and D, Mark II—Improvements to be incorporated—REPORTS**

*"Kent," "London," "Norfolk," and "York" Classes and Dockyards*  
(G. 2409/36.—8.10.1936.)

With reference to the investigation referred to in paragraph 1 (a) of A.F.O. 440/35, the modification necessary to the above receivers is shown on A.F.O. Diagram 120/36. This diagram gives instructions for fitting a second lamp to the dials of the instruments concerned.

2. Ships concerned are to include an item in their lists of alterations and additions to cover this modification. The item to be classified "B."

3. A report is to be forwarded through the Administrative Authorities when this alteration has been completed.

(A.F.O. 440/35.)

2498. }  
2500. } *Issued Confidentially.*  
2501. }

## **2503.—Cartridges, Impulse, Torpedo—Withdrawal of Spare E. and P. Primers**

(A.S. 2841/36.—8.10.1936.)

When cartridges, impulse, torpedo, fitted with No. 9 primers, or tubes, vent, percussion, and cartridges not fitted with primers ("G" Class destroyers) are supplied to H.M. ships in lieu of cartridges fitted with combined (E. & P.) primers, no spare combined primers or keys, S.N. 21, are to be supplied, and any already on board are to be withdrawn.

(C.A.F.O. 1832/36.)

(A.F.O. 1769/36.)

## **2505.—Combined Dynamo Switch Gear—Leakage of Butt Joints in Cases**

(D. 10752/36.—8.10.1936.)

A severe burn-out has occurred in the dynamo switch gear of one of H.M. ships, due to water collecting on the top of the switch gear and leaking through the butt joints between the sections of the casings.

2. In ships fitted with combined shore connection, supply breaker and dynamo change-over switches, the cases are to be examined; if the butt joints have not been welded, arrangements are to be made for this to be done as soon as possible.

**2506.—Issued Confidentially.****2508.—Domestic Automatic Refrigerators—Lubricating Oil**

(E.-in-C./D. 9626/36.—8.10.1936.)

Service mineral non-freezing oil as at present issued, is not suitable for the lubrication of domestic automatic refrigerators.

2. Pending supplies of suitable Admiralty oils being made available, the oils recommended by the makers of the machines are to be used in all cases.

**2509.—Issued Confidentially.****2513.—Boats, Pulling and Sailing—Identification Marks**

(N.S. 9680/36.—8.10.1936.)

The following revised series of numbers is to be brought into force for all pulling and sailing boats due for completion and delivery during the financial year beginning 1st April, 1937, viz. :—

Chatham ... ..	1-100
Sheerness ... ..	101-150
Portsmouth ... ..	151-250
Devonport ... ..	251-350
Malta ... ..	351-400
Hong Kong ... ..	401-450

2. In order to keep the numbers as low as possible, the above series of numbers will be repeated annually as from 1st April of each year, unless otherwise notified.

3. The Admiralty Boat Overseers should apply for details of the numbers to be assigned, (a) to the dockyard to which the boats are to be delivered, or (b) to the ship's storing yard in the case of boats for ships of new construction building by contract.

**2535.—6-pdr. Cartridge Cases of E.O.C.1915 and 1917 Manufacture**

(A.S./G. 2306/36.—15.10.1936.)

It has been decided that 6-pdr. cartridge cases of E.O.C. 1915 and E.O.C. 1917 manufacture are to be withdrawn from service.

The following action is to be taken :—

**(a) H.M. Ships at Home :—**

*Cartridges made up with the above-mentioned cases.*

All to be landed at the first convenient opportunity and others demanded in lieu.

**(b) H.M. Ships Abroad :—**

*Cartridges made up with the above-mentioned cases.*

All to be landed as and when cartridges in lieu can be supplied by R.N. Armament Depôts.

**(c) R.N. Armament Depôts at Home :—**

All ammunition in store to be remade with unrestricted cases.

All cartridge cases in stock and any subsequently received or recovered to be brought to produce.

**(d) R.N. Armament Depôts Abroad :—**

Where facilities exist action to be taken as at (c), otherwise ammunition should be returned home at first opportunity, demands being forwarded for any ammunition required to replace.

2536. }  
 2539. } *Issued Confidentially.*  
 2576. }

## 2578.—Guns, 4-in., Q.F., H.A. Marks V, V\*, and XV to XVII— Reduced Blank Charges for Saluting and Signal Purposes

(G. 1169/36.—22.10.1936.)

It has been approved to adopt reduced blank charges for use in 4-in. H.A. guns, in those ships in which 3-pdr. saluting guns are not fitted. To prevent scoring of the chambers of guns full length cartridge cases will be used.

2. *Supply and Outfits.*—Due to the bulky nature of this blank ammunition, ships' outfits of 4-in. H.A. blank have been reduced as follows:—

Boxes, cartridge, Q.F. 4-in., Marks V, V\*, XV, and XVII guns, C.177 (each containing 6 empty cartridge cases)—20.

Boxes, cartridge, blank, Q.F. 4-in., Marks XVI and XVI\* guns, C.200 (each containing 6 empty cartridge cases)—20.

Cases, powder, M.L.  $\frac{1}{2}$  (each containing 48 charges)—20 per flagship, 10 other ships.

Rings, paper, split, No. 3—1 per charge, V, V\*, XV, and XVII guns.

Rings, paper, split, No. 4—1 per charge, XVI and XVI\* guns.

Cups, Leatherboard, No. 2—1 per charge, V, V\*, XV–XVII guns.

Pending supplies of boxes C.200 becoming available, boxes C.177 will be adapted for XVI and XVI\* gun empty cartridge cases.

One set of tools for filling cartridges per ship.

3. *Instructions for Filling Cartridge Cases* (see A.F.O. Diagram 128/36).—Coat the threads of a primer percussion No. 1 with luting and screw it into the base of the cartridge case. Place a safety clip over the primer and stand the case base end down on a block grooved to clear the clip.

Insert the split paper ring with the end marked "TOP" uppermost. This ring is slotted longitudinally to facilitate the rolling up necessary to enable it to enter the mouth of the case.

When inserted, the tool No. 2 is used so that the toe of the coned end bears against the underlapping edge of the paper ring, then, with the aid of the wedge end of the tool No. 3, this edge can be manipulated into alignment with the other edge.

The charge is then placed in position with choked end up and finally the leatherboard cup is pressed into position with the parallel end of tool No. 2.

## 2579.—Gun Mountings—Maxim Tripods, Mark IV— Modifications

(G. 4868/35.—22.10.1936.)

The following modifications indicated in red in A.F.O. Diagram 47/36 should be made to all Maxim tripod mountings, Mark IV, where not already carried out:—

(i) Steel bushes should be fitted to crosshead arm as shown in Sketch (A).

(ii) Drain holes, .1875 in. diameter, should be drilled in the tripod legs, as shown in Sketch (B).

(iii) A filling piece should be fitted to the crosshead arm, as shown in Sketch (C), as necessary, for aligning purposes.

(iv) A stop should be fitted to the crosshead arm web, as shown in Sketch (D), as necessary, to prevent the fuze spring box bearing on the side arm of the crosshead.

(v) Chains with split links should be fitted in the elevating and crosshead joint pins as shown in Sketch (E). Split links will be issued by Portsmouth Yard on demand.

(vi) A packing washer should be fitted in the elevating nut, as shown in Sketch (F) to take up play in the elevating gear.

*Note.*—Tripod legs should not be immersed in tanks for cleaning purposes.

2. The work involved should be carried out by ships' staffs, depôt ships' staffs and staffs of Naval establishments concerned, excepting in the case of item (i) where the work should be done by yards at the first opportunity.

3. Mountings at yards are to be modified before issue.

(A.F.O. 1793/35.)

**2581.—***Issued Confidentially.*

**2583.—Clips, Cartridge, No. 25—Spares to be supplied to Ships**

(A.S. 500/36.—22.10.1936.)

Instances have been reported in which clips No. 25, Marks I\* and II, have become detached from their cartridges owing to the bending or breaking of one of the spring lugs.

2. Spare clips to the extent of 10 per cent. of the total number of cartridges carried on board should therefore be kept available in magazines in order that cartridges found with defective clips may be made safe for handling.

3. Spare clips will be issued without demand with new outfits supplied in future, but ships in commission should demand the quantities required from the nearest armament depôt.

4. An improved clip No. 25, Mark III, is being introduced and all Mark I\* and II clips will ultimately be converted to the improved design. The proportion of spare clips will then be reduced to 5 per cent.

**2586.—Electro-Hydraulic Steering Gear—Hastie Type**

(E.-in-C./D. 8619/36.—22.10.1936.)

An instance has occurred in which the electro hydraulic steering gear of the Hastie type has failed owing to the fracture of a copper pipe connecting the replenishing tank to the "D" tube.

2. These failures are attributed to vibration and consequent hardening of the metal. In future, arrangements are to be made in all ships fitted with Hastie electro hydraulic steering gear, for the replenishing pipes, if made of copper, to be annealed on each occasion of refitting the vessels.

**2590.—Paravanes, S. Mark I and S. Mark I\*—Issue of, without Re-Ranging—REPORTS**

(T. 1402/36.—22.10.1936.)

It has been approved that a trial be made of issuing paravanes, S. Mark I and S. Mark I\*, reconditioned and adjusted in accordance with their history sheets (which were compiled when the paravanes were last ranged by the Torpedo Engineer Officer, Portsmouth) without further re-ranging.

2. Issue of these paravanes will, in the first instance, be restricted to one of the Home Fleet Flotillas.

3. Ships issued with paravanes for this trial will be warned that the paravanes have not been re-ranged and are to take an early opportunity of checking the depth line of the paravanes. Arrangements will be made to issue 2 recorders, depth sweep, Mark III (Vote 9 stores) to each of the Divisional Leaders of the T.S.D.S. Flotilla concerned, until recorders, Pattern 8705 (Vote 8 stores), can be supplied for this purpose.

4. To check the depth line, the depth recorder is attached to the tail of the paravane, as shown in A.F.O. Diagram 111/36. The total variation of the depth line of the paravane, including oscillation, when on a straight course and in a moderate sea, is not to exceed 10 feet at 22 knots with a minimum setting of 20 feet. The paravane should not run shallower than the set depth in either the high speed or low speed setting.

6. The ships to whom these paravanes are issued are to render a report on their behaviour after six months' experience has been gained, or earlier in the event of a paravane running so far outside the prescribed limits as to necessitate its return to a dépôt.

(A.S. 4424/35.—29.10.1936.)

5. The fitment of new pattern cranks and the modifications referred to above will be carried out in torpedo depôts as and when necessary.

(A.S. 5781/35.—29.10.1936.)

3. These modifications will be carried out as, and when, the blowing heads pass through torpedo dépôts for overhaul, repair, etc.

(N.S. 6216/36.—29.10.1936.)

*Pattern.*

4383	Iron, soldering, 200/230 volts, with "straight" bit, Pattern 4385.
4383A	" " " " " "inclined" bit, Pattern 4386.
4384	Iron, soldering, 100/110 volts, with "straight" bit, Pattern 4385.
4384A	" " " " " "inclined" bit, Pattern 4386.

4. Ships and services already supplied with spare bits, Pattern 4385 and 4386, should return any of these articles available, and not required, to Portsmouth, for further utilisation in accordance with paragraph 3 of this Order.

## 5. The revised allowances will be :—

Iron, soldering, with “ straight ” bit, Pattern 4383 or 4384.

To each ship supplied with a complete tool outfit (of voltage required). 1

To each shore W/T station (of voltage required). (See Statement “ B ” in A.F.O. 2679/35.)

Iron, soldering, with “ inclined ” bit, Pattern 4383A or 4384A.

To each flagship, dépôt ship, senior officer's ship of “ Tribal ” class and flotilla leader (of voltage required). 1

To each shore W/T station (of voltage required). (See Statement “ B ” in A.F.O. 2679/35.)

Heating elements, 110 volts, Pattern 4419, and

Heating elements, 220 volts, Pattern 4413.

To each flagship, dépôt ship, and senior officer's ship of “ Tribal ” class as spare for ships attached (of voltage required). 1

To each flotilla leader as spares for ships attached (of voltage required). 3

and the Establishment Lists of Stores concerned will be amended accordingly.

6. *Ships and services which have not yet demanded their requirements in accordance with paragraph 3 of A.F.O. 2679/35, should render demands as soon as possible, to the revised descriptions and allowances.*

## 2642.—R.A.F. W/T Equipment fitted in F.A.A. Aircraft— Return of Redundant Apparatus

(N.S. 10489/36.—29.10.1936.)

The following Air Ministry Order N.571, dated 10th September, 1936, is promulgated for information :—

1. Owing to the conditions under which initial issues of new types of W/T equipment are made, it is not normally possible to issue detailed instructions for the return, to stores depôts, of the equipment replaced which may be urgently required for other purposes.

2. All W/T equipment for which a replacement has been received is to be returned to the appropriate stores dépôt, or to the Royal Aircraft Establishment in the case of service trial W/T equipment, as soon as the new equipment has been installed and tested, unless special instructions to the contrary from command headquarters or from the Air Ministry are held.

## 2670.—Issued Confidentially.

## 2672.—Electrolytic Condenser Boxes, Patterns 3432, 3433 and 3434, for Step-by-step Circuits—Introduction of

*H.M. Ships “ Glasgow,” “ Sheffield ” and “ Birmingham,” and all vessels of the 1935 and later programmes, “ Warspite ” and other ships subsequently undergoing large repairs or re-construction*

(T. 3416/36.—5.11.1936.)

Approval has been given to introduce electrolytic condenser boxes, Patterns 3432, 3433 and 3434, instead of Patterns, 8163, 8162 and 8161, for service in the M-type motor circuits of H.M. Ships “ Glasgow,” “ Sheffield ” and “ Birmingham,” and of vessels of the 1935 and later programmes, “ Warspite ” and other ships subsequently undergoing large repairs or re-construction.

2. Boxes, Patterns 3432, 3433 and 3434, are to conform with drawing number D.T.M. 2564, pending the preparation of Schedule drawings. Distribution of drawing number D.T.M. 2564 to dockyards and Overseers concerned has been arranged.

3. Provision of the appropriate electrolytic condenser boxes and the relevant circuits are specified in the wiring diagrams issued for the ships concerned.

4. Supply of boxes required for installation in H.M. Ships "Birmingham," "Aurora" and "Warspite" is being arranged.

5. Rate Book descriptions of the boxes and associated condenser are as under:—

Pattern 3432.	Condenser box—1 unit (electrolytic).
" 3433.	" " —4 " "
" 3434.	" " —8 " "
" 3435.	" electrolytic, 500 mfd.

The amendments to the Rate Book will be made in due course.

(A.F.O. 171/36.)

## 2675.—W/T—Type 151—Removal and Return of Stores

(N.S. 11525/36.—5.11.1936.)

It has been decided that Type 151 L/F signalling set is no longer required, and ships so fitted are to dismantle the set, and return all stores, at the first opportunity for free freightage, to the Superintending Naval Store Officer, Portsmouth. The stores comprised in Type 151 are shown in Signal School's List No. E.102.

2. The wiring for Type 151, if in good condition, is to be retained intact and is to be maintained in a good state of preservation.

3. The silent cabinet and battery cupboard provided for Type 151 are to be retained and kept in good condition, unless there are special reasons for removing them. In the latter case the wiring should be removed also, and ships concerned should insert an item in their next lists of Alterations and Additions to remove the silent cabinet, the battery cupboard, and the wiring fitted for Type 151, quoting this Order as authority. A letter stating the reasons for removal, and the alternative use it is proposed to make of the space and weight so released is to accompany the alteration and addition item.

4. *Storing Yards only.*—Such of the standard pattern stores returned in accordance with Order as are suitable for use in other services are to be taken into stock. Stores which are special to Type 151 only are to be disposed of in the most economical manner.

## 2679.—"Short" Type Rubber Seaplane Buoys—REPORTS

(N.S. 11674/36.—5.11.1936.)

"Short" type rubber seaplane buoys will be supplied to ships carrying aircraft, other than aircraft carriers, on the following basis:—

Each ship carrying 1 or 2 aircraft ...	... 1 buoy.
Each ship carrying 3 or 4 aircraft ...	... 2 buoys.

Special arrangements have been made to supply 2 buoys each for "Apollo" and "Exeter," and 1 buoy each for "York" and "Ajax," in the current financial year.

2 and 3 *cancelled*.



4. The stores to be supplied for mooring the buoys carried by ships will be one 10-cwt. sinker and 3 fms. of  $\frac{7}{8}$ -in. chain pendant only, the remaining stores being made up as required from ship's resources.

5. Supply of the buoys, etc., will be arranged as soon as possible after 1st April, 1937.

6. Reports on the adequacy of the supply should be rendered through the usual Administrative Authorities after experience has been gained.

7. The Establishment of Stores for Executive Purposes will be amended in due course.

### **2681.—Aluminium Paint—Renewal or Replacement**

(D. 9836/36.—5.11.1936.)

No alteration in the internal painting scheme of a new ship is to be made without prior Admiralty approval being given.

### **2682.—Defect Lists prepared and rendered to H.M. Dockyards by H.M. Ships**

(D. 12319/36.—5.11.1936.)

In order to allow sufficient space for the report and recommendation of the dockyard officers to be inserted on Forms S.340 (D.275) and S.340B (D.275B), not more than one item of defects is to be included in each of the ruled 1-in. spaces.

### **2757.—*Issued Confidentially.***

### **2758.—Cartridges, Signal, Very's, 1-in.—Precautions against effect of Damp**

(G. 0387/36.—12.11.1936.)

Recent failures of 1-in. Very's signals have been attributed to the contents of the cartridges becoming damp when stowed in night signal boxes, boats' signal boxes, or in temporary stowages on ships' bridges.

2. Stowages for night signal boxes, and for boats' signal boxes, when not in the boats, are normally fitted in sheltered positions, but where it is considered that drier positions can be found the boxes should be moved by ships' staffs.

3. To lessen the chance of failures in future, and pending further instructions, 1-in. Very's signals kept in the signal boxes, or in other ready-use stowages, should be tested for dampness by firing one or more signals from each representative stowage after each period of two months in such stowages.

4. Action is being taken in the meantime to investigate a method of making these cartridges more proof against damp.

### **2762.—*Issued Confidentially.***

### **2765.—Fast Type Motor Boats—Spare Engines for Destroyers**

(E.-in-C.—12.11.1936.)

The spare engines provided for the fast type motor boats of destroyer flotillas, are to be shown on the Engineer's Fixture List of the flotilla leader.

### **2794.—Gun Mountings—8-in., Marks I and I\*, Nos. 1 and 2 Interlocks—Modification**

(G. 2295/36.—19.11.1936.)

Nos. 1 and 2 interlocks in 8-in., Marks I and I\* mountings are at present operated by pressure taken from the breech operating system, and they therefore do not work when the pressure to breech stop valve is closed.

2. Pressure to traverse main rammer may, however, still be open and, in these circumstances, it is consequently possible, either to traverse main rammer to hoist and raise tilting tray when breech is not clear, or to traverse the main rammer to gun and lower the tilting tray with the breech closed. In either case more or less serious damage is caused, which may moreover not be immediately apparent.

3. Ships concerned should therefore include an item in their list of approved alterations and additions, Classification B, for the constant pressure pipes to Nos. 1 and 2 interlocks to be connected to the pressure system for main rammer traverse, as shown in A.F.O. Diagram 73/36.

4. The effect of the alteration will be that Nos. 1 and 2 interlocks will then be operative when pressure is opened to traverse main rammer.

5. Admiralty Number 83 has been allocated to this modification, completion of which should be reported.

6. The modifications should also be carried out in spare mountings at Portsmouth Yard.

### **2795.—15-in., Mark I Mountings—Abuse of Elevation Stops**

(G. 6160/36.—19.11.1936.)

A report has been received of a recent 15-in. practice firing in which it stated that a gun was bumped on the elevation stops several times to make an overrammed charge come to the rear.

2. Although the buffers should be able to absorb the shock of one deliberate blow, the piston only moves out slowly and may not be fully out before another blow comes on it. This practice, which may cause serious damage, should not therefore be allowed.

### **2799.—Torpedoes, 21-in., Mark VII—Adoption of Copper Asbestos Washer for Joints of Cylinder Heads in lieu of Permanite Washers.**

(A.S. 890/36.—19.11.1936.)

Owing to the failure of washers, permanite, St. No. 607, to remain serviceable after prolonged periods of storage, it has been approved to discontinue the use of these washers as joints for cylinder heads of 21-in. Mark VII engines.

2. A copper asbestos washer will be fitted in lieu and in order to accommodate the new pattern washer the recess in cylinder heads will require to be modified.

3. This modification will be carried out in torpedo dépôts. Ships are to take advantage of convenient opportunities during docking periods, etc., and provided local facilities exist to land torpedoes at torpedo dépôts for modification.

4. When the washer has been fitted and compressed in place considerable care must be taken to ensure that the cylinder head flanges are not buckled by over tightening the nuts.

5. The new pattern washers will be accounted for as follows:—

*Section IV.*

Washers, copper asbestos, joint cylinder head, engine St. No. 1392, and will be carried in "Chests, spare gear, 21-in., Mark VII," in the proportion of 12 per chest.

6. Demands for the quantities of washers, copper asbestos, St. No. 1392, required to complete chests, spare gear, 21-in., Mark VII, are to be forwarded to the nearest torpedo dépôt.

**2800.—Heads, Blowing, 24½-in., Mark I—Modification to Catch for Tube-held Locking Device**

(A.S. 2115/36.—19.11.1936.)

With reference to A.F.O. 319/36, the modification described therein has not been found entirely satisfactory, and a further modification to the shape of the catch itself is necessary, as indicated in A.F.O. Diagram 135/36.

2. The modification will be carried out in torpedo dépôts and ships concerned are to return their heads for this purpose at the first opportunity.

(A.F.O. 319/36.)

**2801.—T.S.D.S. Wires, Pattern 8828—Chain Tail—REPORTS**

(T. 2306/36.—19.11.1936.)

In view of the frequent reports which have been received of float wires being chafed through as a result of fouling the tail of the paravane, ships may, if desired, employ a length of chain between the cutter and the end of the wire. Details of the chain are shown in A.F.O. Diagram 131/36.

2. As the pin of a Pattern 2152 shackle is  $\frac{3}{8}$ -in. diameter the dimension of the special link has been altered to  $\frac{3}{4}$  in. to allow for galvanising and to give a reasonable tolerance in manufacture.

3. The diagram has also been amended to show the length as 16' 0" + 1" and not 16' 0" as previously stated.

4. It should be borne in mind that although the chain will prevent chafe, a possibility of fouling the tail of the paravane remains, with consequent deep running or heavy oscillation. The use of chain in no way obviates the necessity for seeing that the float is towing astern correctly with the wire taut before veering the paravane from the stern block.

5. It is, however, anticipated that the chain will be less liable to remain foul than the plain wire. Reports are to be forwarded where the paravane is recovered with the chain foul, or where there is any evidence to show that the chain has fouled the paravane for any length of time. In the event of such occurrences proving frequent, it may be found necessary to forego the use of chains when sweeping on service, and to accept the possibility of the occasional loss of floats.

**2804.—W/T Installations, Types 36M and 36C—Modification to Board 2GB Supply for 3-Kw. Motor Alternators, Upper, Pattern 6429M**

"Barham," "Berwick," "Dragon," "Exeter," "Iron Duke," "Malaya," "Nelson," "Ramillies," "Repulse," "Revenge," "Royal Oak," "Suffolk," and "York."

(S.D. 1143/36.—19.11.1936.)

In the present design of Board 2GB, Pattern 6429M, the change-over link arrangement for the bobbin circuit of the auto-transformer contactors to the two thirds voltage tapping for emergency use, consists of standard pattern fuse clips, in which a tubular link is inserted.

2. Instances have occurred in which a fuse has been inserted in these clips, while the link was in its proper alternative position, thus short circuiting and damaging a part of the auto-transformer.

3. In order to make this impossible the forms of the links and clips have been redesigned.

4. One link and four clips of the new design will be supplied from Portsmouth to ships mentioned above without demand, and are to be fitted in accordance with A.F.O. Diagram 136/36 in lieu of the existing link and fuse clips. The new links and clips are to be manufactured in Portsmouth Yard, an advance sample set being sent to Signal School for approval prior to completion of the bulk, which will also be subject to final acceptance by a representative of Signal School.

5. The work is to be undertaken by ships' staffs.

6. All future conversions of Boards 2GB, Pattern 6429M, will be fitted with the new design link and clips.

7. The necessary amendment to establishment of stores and specification will be made in due course.

## 2807.—Searchlight Projectors in Fast Motor Boats, 25–45 ft.— Wiring and Fitting of

(D. 10894/36.—19.11.1936.)

Purchases of 8-in. C.A.V. Bosch searchlight projectors, for fitting in certain fast motor boats, 25–45 ft., have been arranged for boats mentioned in paragraph 2. Delivery of these projectors has been made to Portsmouth Yard.

*2. Boats fitted or to be fitted with 8-in. C.A.V. Bosch searchlight of grey enamel finish.*

Nos. 3501, 3615 to 3636 (inclusive), 3637, 3638, 3640 to 3643 (inclusive), 3646, 3647, 3655, 3658, 3659, 3661, and 3662.

*Barges fitted or to be fitted with 8-in. C.A.V. Bosch searchlight of white metal.*

Nos. 1950, 3502, 3503, 3517, 3518, 3551, 3614, 3639, 3644, 3645, 3663, 3664, 36101, 36109, 36110.

3. The wiring and fitting of the projectors in certain of these boats has been completed prior to the boats leaving the contractors' works.

In cases where the wiring and/or fitting of the projector has not been completed, the Commanding Officers of the vessels or establishments to which such boats are attached are to forward through the appropriate Administrative Authority an item in the next list of Alterations and Additions to cover any outstanding work regarding this item. Classification B.

4. The searchlights should be dealt with as "Sea Stores" and accounted for in the Ships' Central Store Accounts.

5. The Sea Store Establishments will be amended in due course.

2808. }  
2843. } *Issued Confidentially.*  
2844. }

**2846.—Respirators, Anti-Gas—Containers, Type “ E ”—  
Periodical Landing for Examination**

(A.S. 0888/36.—26.11.1936.)

The instructions contained in O.U. 5427/31, Article 205, paragraph 7, do not apply to containers, Type E.

The necessary amendment will be embodied in O.U. 5427 now under revision.

(C.A.F.O. 2204/35.)

2848. }  
2857. } *Issued Confidentially.*

**2894.—Guns, 4·7-in., Q.F., Marks IX, IX\*—Failures in Loading**

(G. 5312/36.—3.12.1936.)

A recent report on difficulty in entering cartridges into a gun, when loading with projectiles, attributed the cause to residue, etc., in the bore of the gun, although no actual residue was subsequently found there.

2. It is considered that an alternative reason for such failures may have been that the cartridges were slightly (approximately 0·1 in.) over design length and therefore brought up against the projectiles before they could be seated home properly. Action to rectify such overlength cartridges was started in 1932, but it is possible that a small number may still be amongst ships' outfits.

3. Failures or difficulty in loading these over-length cartridges should, however, only occur in practically unworn guns.

4. Unless it can be stated definitely that any failure or difficulty in entering cartridges was due to residue in the gun, the cartridges should be landed for examination.

**2896.—Gun Mountings, 8 in., Mark I and I\*—Turret and  
Transporter Power Units—Interchangeability**

(G. 5412/36.—3.12.1936.)

Although the regulating cylinders, pumps and bed plates of power units in 8-in., Mark I and I\* mountings are each interchangeable as a whole, in some instances the bolt holes for connecting one to the other are not jig drilled. Slight displacement of these assemblies relative to one another may consequently occur if they are actually separated and interchanged, the cumulative effect of which may result in shortening the travel of the control lever with resultant loss of efficiency.

2. The travel of the control rod should always be checked when parts are interchanged, to ensure that the full tilt of the swashplate can be obtained. If necessary the bolt holes for the fulcrum bracket should be plugged and redrilled suitably to obtain full travel.

3. Trammel readings or measurements, if required, should be taken from a machined surface on the pump and not from the bedplate.

**2897.—Gunnery Equipment of Ships undergoing Long Refits**

(G. 874/36.—3.12.1936.)

The refit of the gun mounting machinery of all ships during large repairs is to be carried out on a list of defects based on a full Dockyard Survey.

2. In order to assist in the Dockyard Survey and to ascertain as many of the commitments as possible early in the large refit, a gunnery equipment trial is to be carried out before the ship pays off. The machinery is to be worked by the ship's staff, the Gunnery School at the refitting port being associated.

3. All non-transferable mountings should be worked under power previous to the conference of ship's, Gunnery School and dockyard officers held prior to the ship paying off.

4. On completion of large repairs, modified firing trials are to be carried out at all mountings other than those which have been modified or renewed and at which full trials will be carried out.

5. Two rounds with full charges should be fired per gun.

6. The Regulations will be amended.

2900.  
2901.  
2903.  
2909. } *Issued Confidentially.*

**2911.—Respirators, Anti-Gas—R.A.F. Personnel**

(T. 4365/36.—3.12.1936.)

It has been decided that R.A.F. personnel embarked in H.M. ships should bring their own respirators with them instead of being supplied with respirators from Naval stocks as heretofore.

2. The necessary amendments to O.U. 5427 will be issued.

**2995.—***Issued Confidentially.*

**2996.—Navigational and Plotting Equipment—Modifications***“ Hardy ” and “ H ” Class and earlier Flotilla Leaders and Destroyers*

(D. 9915/36.—10.12.1936.)

*Lighting of the Plot*

It has been decided to modify the lighting of the plot in “ Hardy ” and “ H ” Class and all earlier flotilla leaders and destroyers fitted with plotting tables. Details of the modification are as follows :—

(a) Two in number, Pattern 9118, telescopic lighting fittings, modified as shown on drawing number D.E.E. 5322 (shade, Pattern 9124A, being used in lieu of Pattern 9125) are to be fitted and existing fittings removed. Fittings, Pattern 9118, should be shortened if necessary, and cap, Pattern 9025 or Pattern 4485, arranged for as required.

(b) A dimmer, similar in type to Pattern 8932 (but without lamp and switch), is to be fitted at the plot to control the two lamps in parallel. The resistance values should be arranged to give from full to half voltage at the lamp terminals.

2. Commanding Officers of the ships concerned are to insert an item in their next list of alterations and additions (classification “ B ”), to cover this modification.

(C27002)

x

*Clocks for Plotting Tables*

3. The clocks incorporated in the tables are not intended as time indicators and it is undesirable to alter them to serve this purpose. An 8-day chart-house clock, Pattern 307, is, therefore, to be allowed to each flotilla leader and destroyer fitted with a plotting table. The clock should be fitted in a convenient position adjacent to the tables.

4. Purchase of 74 clocks, Pattern 307, is being arranged for delivery to the yards shown, for distribution and issue, without demand, to the vessels indicated :—

<i>Chatham.</i>	<i>Portsmouth.</i>	<i>Devonport.</i>
"Campbell."	"Boreas."	"Basilisk."
"Bulldog."	"Boadicea."	"Brazen."
"Brilliant."	"Blanche."	"Beagle."
"Electra."	"Exmouth."	"Echo."
"Escort."	"Esk."	"Eclipse."
"Encounter."	"Express."	"Escapade."
"Firedrake."	"Faulknor."	"Fearless."
"Foxhound."	"Fury."	"Foresight."
"Fortune."	"Forester."	"Fame."
"Keith."	"Wallace."	"Mackay."
"Crescent."	"Crusader."	"Cygnet."
"Keppel."	"Woolston."	"Kempenfelt."
Malta ... ..	"Codrington" and "Acasta" Class.	
	"Grenville" and "Greyhound" Class.	
	"Hardy" and "Hero" Class.	
	"Comet."	
	"Douglas."	
Hong Kong ... ..	"Duncan" and "Defender" Class.	

5. Requirements for "Inglefield" and "Intrepid" Class and "Tribal" and repeat "Tribal" Classes are to be included in home yard annual demands for 1937.

6. The allowance will be added to the establishment for flotilla leaders and destroyers in due course.

*Eyepieces for View Plot*

7. All leaders and destroyers fitted with a view plot are to include in their lists of alterations and additions an item, classified "B," whereby the eyepieces, Pattern 55, are to be adapted, in accordance with drawing No. A/S. 5306/1, to contain two plain glasses, in order to prevent updraught from the plotting position.

**2999.—Detonators, Nos. 9 and 15, for Demolition Stores**

(A.S. 2001/36.—10.12.1936.)

Radiological examination of the detonator, electric, No. 9, Mark V, referred to in paragraph 6 of A.F.O. 1771/36, has now been carried out, and it has been found that only the paint at the end of the body is at fault, *i.e.*, the shellac putty plug has not cracked or shrunk.

2. Any detonators, electric, No. 9, Mark V, or detonators, No. 15, Mark IV, found with this defect are to be repaired at R.N. Armament Depôts in the same way as detonators, electric, No. 9, Mark IV, and detonators, No. 15, Mark III, but stocks of detonators of the later Marks need not be specially examined for this defect.

(A.F.O. 1771/36.)

### 3000.—W/T, Types 36M and 36C—Modification to Absorber Resistance Unit

*H.M. Ships "Barham," "Berwick," "Dragon," "Exeter," "Iron Duke," "Malaya," "Nelson," "Ramillies," "Repulse," "Royal Oak," "Suffolk," and "York"*

(S.D. 1409/36.—10.12.1936.)

The following modification is to be made by ships' staffs to the absorber resistance unit of Types 36M and 36C in order to reduce sparking at the absorber contact of the grid signalling key.

2. (a) Remove the 10 S.W.G. copper wire connecting the lower insulator carrying the present "R3" tapping to the tapping point on resistance.
- (b) Fit a new 10 S.W.G. bare copper connecting wire between the lower insulator (from which the wire was removed in (a) above) to the junction of the 14th and 15th resistance element counting from the earth end. As each element is 4,000-ohms, this modification will reduce the total resistance from earth to "R3" from 112,000-ohms to 56,000-ohms.

### 3001.—W/T, Types 51H, 51HX and 51L—Replacement of Dials, Scroll Type, Slow-motion, Pattern 1149, in Transmitters 4P, 5P, 5PA, and 5PX, by Dials, Slow-motion, 4-in. Diameter (Quick Wave-change), Pattern 2922—REPORTS

*Flotilla Leaders and Destroyers*

(N.S. 7417/36.—10.12.1936.)

It has been decided to replace dials, Pattern 1149, which are fitted in the instruments listed in paragraph 2 below, by recently developed dials, Pattern 2922, and arrangements are being made for the purchase of 76 of the latter pattern for delivery at Portsmouth.

2. Ships concerned, fitted with dials, Pattern 1149, in—

Transmitters	4P,	Pattern	1502
"	5P,	"	1503
"	5PA,	"	1503B
"	5PX,	"	1503x

are to demand dials, Pattern 2922, in lieu.

*Note:*—Certain ships fitted with transmitters 5PA, Pattern 1503B, are not affected by this Order as later supplies of Pattern 1503B have the new dials, Pattern 2922, already fitted. Owing to the delay in obtaining new dials, however, some of the early transmitters, Pattern 1503B, were issued with the old dials, Pattern 1149, and each of these sets has an appropriately worded typewritten label affixed inside the valve door.

3. When fitted with dials, Pattern 2922—

Transmitter	4P,	Pattern	1502	will be known as	4PA,	Pattern	1502A.
"	5P,	"	1503	"	5PA,	"	1503A.
"	5PX,	"	1503x	"	5PY,	"	1503y.

The nameplates on the instruments concerned are to be marked accordingly, and taken on charge in ships' ledgers under the new descriptions and pattern numbers.

*Note:*—There is no change in the description of transmitter 5PA, Pattern 1503B, when dials, Pattern 2922, which are proper to Pattern 1503B, are substituted for dials, Pattern 1149. The typewritten label, to which reference is made in paragraph 2, *Note*, should, however, be removed when the new dials are fitted.



4. *Method of Fitting New Pattern Dials to Transmitters.*—All transmitters mentioned in heading are included and are fitted in the same way.

- (a) Flotilla leaders of "Defender," "Eclipse," "Fearless," "Greyhound," and "Hero" class destroyers will be supplied with a filing jig and screws for securing the new dials; these articles supplied to flotilla leaders being intended to meet the requirements of the complete flotilla.
- (b) *Filing Jig.*—The filing jig is necessary because the spindles of the above pattern transmitters, from which the original dials are to be removed, do not project sufficiently far enough to enable the crown-wheel fitting on the new dial to be pinned on to them. The spindles, therefore, have to have a sloping flat filed on them to engage a precisely similar sloping flat filed on the jury spindle supplied with the new dial. The formed spindle-ends are closely meshed in the crown-wheel fitting on assembly of the new dial to the instrument, in accordance with the following instructions.
- (c) *Preliminary Adjustments.*—Before removing the dials, Pattern 1149, from the instruments, the angular position of the variable condenser vanes relative to the pointers, and, in transmitter 4P, the position of the variometer rotor, should be noted, since the same relative alignment must be retained with the new dials. The requirements are that for a complete excursion of the dial, from stop to stop in the anti-clockwise direction, the condenser vanes must pass from slightly beyond minimum capacity to a short angle beyond the position of maximum capacity; and, in the case of the variometer, the rotor must pass from the position from minimum inductance value to the position of maximum inductance. This latter position occurs when the dial is at maximum reading, the rotor is parallel with the fixed coils, and the terminal on its side plate faces downwards, but on pinning to the new dial the parts must be aligned as originally found.
- (d) *Removal of Dial, Pattern 1149.*—To remove an existing dial from the instrument, unscrew the large screw securing the handle, and withdraw the handle. Remove the dial body. With a suitable small punch, carefully knock out the pin securing the crown-wheel fitting to the spindle, supporting the parts as necessary to avoid straining them. Remove the crown-wheel fitting and the steady bearing underneath it.
- (e) Next, slip the filing jig over the projecting spindle, flange end right down to the face of the instrument, and secure it by the clamping screw. File the spindle to the jig, forming an accurate sloping flat and defining the projecting length of the spindle so that it is not greater than the length of the jig.
- (f) *Fitting the New Dial.*—Turning to the new dial, remove the large handle, the pointer, the scale plate and the two knurled-headed screws (which house the pressure springs and pads) one on each side of the dial body. Turn the cam handles up so that the long ends are over the numbers 1 and 2 on the face of the dial. Remove the upper part of the dial body which is held by four prominent screws. Withdraw the spindle complete with the crown-wheel fitting. Slack back the pinching screw holding the spindle on the fitting and remove the spindle.

Cut the spindle to a length of  $2\frac{3}{4}$  ins. Insert the cut end of the spindle in the filing jig, set the end of the spindle flush with the end of the jig, clamp and file the spindle precisely to the jig.
- (g) Then pass the lower part of the dial body (the base) over the projecting spindle on the instrument, set up square and true and carefully mark off the centres for the four securing holes in the

instrument face from the base. (There are two securing holes in the ears projecting from the dial base and two in the inside lower corners). Drill and tap these holes in the instrument face as for 2 B.A. This work must be carried out with great care to ensure accurate centring. The spindle must turn quite freely in the dial bearing without play when the dial is screwed down.

- (h) The dial base being in position, drop the lower slip washer over the spindle, followed by the crown-wheel fitting, observing that the set screw on the underside of the latter is to the bottom. If this is not done, the fitting will not be rotatable through the full 180°. Insert the filed end of the dial spindle and engage the now opposing slopes, but before pressing home tightly, see that the angular position of the condenser vanes, or of the variometer rotor in transmitter 4P, relative to the crown-wheel fitting, is correct.
- (i) Having ensured correct setting, that the crown-wheel is close down on the slip washer and that the parts turn freely, tap the dial spindle gently but firmly home. Again ensure that the parts turn freely and drill and pin the crown-wheel fitting to the spindle. Complete the assembly of dial. Set the pointer  $\frac{1}{4}$ -in. clear of the scale plate at all positions, see that it reads correctly at 0 and 180° and that it is in step with the scale on the slow-motion knob. Set the large handle so as to allow a screwdriver to bear on all of the clamping screws for the quick wave-change setting device.

5. Dials, slow-motion, Pattern 1149, displaced in accordance with this Order are to be returned through normal service channels to the Superintending Naval Store Officer, Portsmouth.

6. Ships are to report the fitting of the new pattern dials in the half-yearly signalling report, *including information of the serial number and pattern number* of each set after modification.

7. *Portsmouth Yard.*—The dials, Pattern 1149, returned are to be taken into stock for use in other services.

8. The necessary amendments to W/T establishment lists will be promulgated in due course.

### 3003.—Whalers used as Seaboats—Hoisting Arrangements

(M.F. 17383/36.—10.12.1936.)

In H.M. ships, where whalers are used as seaboats, it has been decided to discontinue the use of tackles for the whalers' gripes, owing to the risk of damage to the boats.

2. The use of lashings should therefore be reverted to for the whalers' gripes.

### 3034.—Gun Mountings, 4-in., H.A., Twin, Mark XIX—Hauling Back Gear—Precautions during use

(G. 06395/36.—17.12.36.)

Damage is liable to occur to the cross-connecting shaft of the sight gear of the 4-in., H.A., Mark XIX mountings, when using the gun hauling back gear, through the stirrup, which is pivoted on the mounting, falling on to the shaft when assembling or slipping the gear.

2. Care should therefore be taken to ensure that either the gear is triced up to the gun, or a chock is so placed as to protect the shaft.

3036. }  
3037. } *Issued Confidentially.*

**3040.—Keys, No. 89, Marks I and II—Difficulty in use**

(A.S. 5942/36.—17.12.1936.)

An instance has been reported of difficulty in using Keys No. 89 supplied for fixing fuzes, Nos. 198, 206 and 400, owing to the edges of the flats on some keys having been left square instead of being radiused off .06 to fit the grooves on the fuzes.

2. All No. 89 keys on board H.M. ships, in shore establishments and in naval armament depôts, are therefore to be examined and any found without radiused edges, duly rectified.

**3041.—Torpedoes, 18-in., Mark XI—Strengthening of Propeller Bushes**

(A.S. 0730/36.—17.12.1936.)

It has been found during overhauls of 18-in., Mark XI torpedoes, that in some instances the propeller bushes have become slightly distorted.

2. In order to strengthen these bushes it has been approved to fit bronze screwed pins between each half of the bush.

3. This modification will be carried out in torpedo depôts as torpedoes pass through workshops for overhaul, repair, etc.

**3042.—Issued Confidentially.****3045.—Boilers Fitted with Closed Fronts and Screen Bulkheads—Lighting up under Conditions of Natural Draught—REPORTS**

(E.-in-C./N.L. 2752/36.—17.12.1936.)

Attention is drawn to the possibility of combustible oil vapour accumulating in the air space behind the screen bulkheads when lighting up, with natural draught, boilers fitted with closed fronts and screen bulkheads. Normally the natural draught of the funnel is sufficient to prevent this happening, but under adverse conditions of draught there may be a tendency to drive vapour into the air space when, as frequently happens, air flaps of sprayers not alight are opened and a blower nozzle inserted.

2. The use of an air blower applied to the furnace front at the sprayers as a means of augmenting the supply of air for combustion is therefore prohibited.

3. Trials are to be carried out in H.M. Ships "Peterel" and "Folkestone" to ascertain whether a satisfactory draught can be obtained by the use of a blower delivering air into the space between the screen bulkhead and furnace front.

4. The arrangements are to be such that air can be delivered through the screen bulkhead, or its portable casing doors, at a position remote from the boiler sprayers.

5. The necessary hoses, fittings, etc., are to be supplied by Hong Kong Yard, and the results of the trials reported in due course.

3051. }  
3052. } *Issued Confidentially.*

**3055.—Chairs, Pattern 2322, for W/T Offices***Ships concerned*

(N.S. 11024/36.—17.12.1936.)

A report has been received that chairs, Pattern 2322, fitted in W/T offices are unsuitable for use in hot weather as the solid seat and horsehair cushion do not allow of free air circulation, thus causing discomfort to the W/T operators.

2. To effect an improvement, the following modifications have been proposed, and if desired, may be carried out by ship's staff :—

Cane seats, Pattern 717, to be supplied to ships on foreign stations and fitted by means of chocks to the seats of the chairs, holes being drilled in the chair seats to increase the air circulation when the cane seats are fitted.

3. Demands for the cane seats, Pattern 717 (consumable stores), should be forwarded to storing yards by ships concerned.

4. The introduction of a more satisfactory type of chair for W/T and A/S operators is under consideration.

### **3099.—Gun Mountings, 8-in., Marks I and I\*—Position of Buffer Pads for Main Rammer—REPORTS**

(G. 2671/35.—31.12.1936.)

When refitting main rammers in 8-in., Marks I and I\*, gun mountings, it has been found that they are generally more or less distorted by twisting. This appears to be due to impact with the buffer pad positioning main rammer at the gun, which is located about 2 ft. 2 in. from the rear end of the rammer casing.

2. In all ships concerned, the buffer pads are to be moved by the ships' staffs to a position about 5 ft. 6 in. from the rear end of the rammer casing, as described in O.U. 5439, "Instructions for Guidance of Ordnance Artificers—8-in., Marks I and I\* Mountings".

3. The re-positioning of the buffers in spare mountings should be carried out by Portsmouth Yard.

4. Reports should be forwarded, through the Administrative Authorities, on completion of the work.

### **3101.—Gun Mountings, 0·5-in.—Increase of Elevating and Training Efforts due to Shock-absorbing Gear**

(G. 6881/36.—31.12.1936.)

Attention is called to the fact that under certain conditions a braking effect can be applied to the elevating or training worm wheel of 0·5-in. mountings by the steel sleeve which encases the worm.

2. The shock absorber (which is double-acting) is arranged to allow axial movement of the worm and sleeve. The points of the teeth of the worm wheel, which mesh with the worm through the large opening cut in the sleeve, may touch the contour of this opening when firing shocks displace the worm and sleeve axially relatively to the worm wheel.

3. The opening is eased away to allow of axial movement, but in certain cases it may be found that although there is adequate clearance at the centre of the worm wheel tooth, the tooth may touch the sleeve at the side.

4. In the case of mountings in which training or elevating whilst firing is not satisfactory, ship's staff should look for marks of touching and should ascertain that an axial movement not less than 0·2 in. each way from the central position is obtainable before the worm wheel teeth touch the contour of the opening in the sleeve.

5. Attention is also called—

(a) to the possibility of the worm box casting requiring clearing away at the two corner bolt holes;

(b) to the re-assembly of the spring. The latter should be adjusted by its steel adjusting sleeve to give 0·2-in. initial compression (free length 1·65 in.) and the bearing cap then screwed into position till it butts against the already compressed spring. The bearing cap should then be locked into position.

**3105.—Telescopes, Gun Sighting, Monocular, Prism—Omission of Aperture Cap**

(G. 06377/36.—31.12.1936.)

Gun sighting monocular telescopes, Pattern G.353, have not hitherto been provided with aperture caps. As these caps are only required for sight testing it is not proposed to supply them in current contracts. In those vessels carrying both Pattern G.353 and G.354 telescopes, the caps from the latter instruments can be employed. In other cases, a pair of caps with a central aperture  $\frac{1}{4}$ -in. in diameter should be made by ship's staff when required.

**3107.—Issued Confidentially.****3111.—Torpedoes—Valves, Air Stop—Refit of**

(A.S. 5740/36.—31.12.1936.)

For guidance when rectifying stop valve body seatings, the following particulars as regards (1) valve opening, and (2) the permissible amount of rectification before new valve bodies become necessary, are issued.

(1) The travel of the stop valve spindle from the "hard open" to the "shut" position, is not to exceed the following :—

<i>Mark of Torpedo.</i>	<i>Valve Opening.</i>
18-in., VIII-VIII*, fitted valve, St. No. 38 ... ..	·21 + ·09
	— 0
18-in., XI, fitted valve, St. No. 5329 ... ..	·34 + ·12
	— 0
21-in., II-IV*, fitted valve, St. Nos. 2678 to 2678C ...	·25 + ·03
	— 0
21-in., V-IX*, 24½-in., I, fitted valve, St. Nos. 2678 to 2678C.	·35 + ·03
	— 0

In the case of the 21-in., Marks II-IV\*, 21-in., Marks V-IX\*, and 24½-in., Mark I torpedoes, valves are supplied of varying sizes increasing in thickness as follows :—

St. No. 2678A = ·03 thicker than St. No. 2678.  
 St. No. 2678B = ·03 thicker than St. No. 2678A.  
 St. No. 2678C = ·03 thicker than St. No. 2678B.

(2) Valves of sufficient thickness to give the necessary valve opening are to be fitted, but further rectification of seat must not be carried out when, with the thickest valve in position (St. No. 2678C), the valve opening exceeds that laid down.

The necessary corrections to handbooks concerned will be issued.

**3112.—21-in. A.W. and Submarine Torpedo Tubes—Modification to E.P. Firing Gear***Vessels concerned*

(T. 3779/36.—31.12.1936.)

It has been found that the dermatine washers of the E.P. air inlet valves authorised to be fitted to torpedo tubes have a tendency to swell, and may possibly cause a hangfire or misfire.

2. Should swelling be observed in these washers, the E.P. gear should be modified as shown in A.F.O. Diagram 145/36.

3. The modification is to be carried out by ships' or depôt ships' staffs.

### 3113.—21-in., Above-water Torpedo Tubes—Percussion Spring for Mark II Combined Firing Gear

*Vessels and Dockyards concerned*

(T. 3873/36.—31.12.1936.)

As a result of the reports called for in A.F.O. 2113/36 a percentage of the percussion springs have failed to produce a blow of striker of 30-in. lbs.

2. In all cases where these springs fail to produce the requisite blow they should be replaced, on a defect list, by springs made to the following particulars:—

Mean diameter of coils	...	...	...	...	1½ in.
Diameter of wire	...	...	...	...	.2 in.
Test load	...	...	...	...	190 lbs.
Compression with test load	...	...	...	...	1.36 in.
Length uncompressed	...	...	...	...	3.14 in.
Left hand coils.					
Material, steel, metal plated.					

(A.F.O. 2113/36.)

### 3114.—Testing of Navigation Lights

(N.L. 2999/36.—31.12.1936.)

When navigation lights are tested to ensure their compliance with the Regulations for the Prevention of Collisions at Sea the following instructions (taken from the Board of Trade publication "Instructions as to the Survey of Lights and Sound Signals," 1927) are to be followed.

2. *Oil Lights.—Side Lights: Screening Abaft the Beam.*—The wick or wicks of a side light must be placed at an angle of  $112\frac{1}{2}$  degrees with the fore-and-aft line of the ship; in other words they must be parallel to the direction two points abaft the beam. The burner must be so placed that a line drawn in this direction from the after edge of the wick in the case of a single burner, and of the forward wick in the case of a duplex burner, shall cut the edge of the housing of the lens (*see* A.F.O. Diagram 139/36 (1)).

3. *Side Lights: Screening Forward.*—The screens of side lights, the length of which should never be less than 36 in. from the flame to the chock or its equivalent, must always be placed parallel to the line of the keel. The chocking must be so arranged to show a "thwart ship value" of at least 1 in. of wick in a forward direction; that is to say, a person looking past the edge of the chock in a line parallel to the keel must be able to see at least 1 in. of wick (*see* A.F.O. Diagram 139/36 (1)).

4. *Masthead Lights: Screening.*—In a masthead light the wick or wicks must be at right-angles to the line of the keel, and their setting must be such that lines drawn from the centre of the after edge of the wick in the case of a single burner, and of the forward wick in the case of a duplex burner, in directions two points abaft the beam on each side, shall cut the edges of the housing of the lens (*see* A.F.O. Diagram 139/36 (2)).

5. *Stern Lights: Screening.*—If a fixed stern light is fitted, the wick, which must in this case be a single one, should be set as in the masthead light and so screened that a line drawn from the centre of the edge of the wick nearest the back of the lantern in a direction two points abaft the beam shall cut the edge of the housing of the glass front of the lantern.

6. *Electric Lights.—Side Lights: Screening Abaft the Beam.*—Lamp sockets should be so placed in the lantern cases that a line drawn in a direction two points abaft the beam, touching the forward edge of a circle  $\frac{3}{8}$  in. diameter, concentric with the socket, will cut the edge of the housing. The centre of the lamp socket should be placed  $\frac{1}{8}$  in. abaft the centre from which the curvature of the lens is struck (*see* A.F.O. Diagram 139/36 (3)).

7. *Side Lights: Screening Forward.*—The screens must be placed as indicated in paragraph 3 above. The chocking must be so arranged as to show a "thwart ship value" of at least 1 in. of filament in a forward direction (see A.F.O. Diagram 139/36 (3)).

8. *Masthead Lights: Screening.*—Lamp sockets should be so placed in the lanterns that lines drawn in directions two points abaft the beam on each side touching, tangentially, the forward side of a circle  $\frac{3}{8}$  in. diameter concentric with the lamp socket will cut the edges of the housing of the lens. The centre of the lamp socket should be placed  $\frac{1}{8}$  in. abaft the centre from which the curvature of the lens is struck (see A.F.O. Diagram 139/36 (4)).

9. *Miscellaneous.—Masthead Lights.*—Care should be taken to see that proper fittings are provided for the masthead light on or in front of the foremast—or on an independent stay, and that the lantern will be so fixed (having regard to paragraphs 4 and 8 above) that the light is projected in the direction required by the Regulations, and is not obstructed by any fittings such as derricks housed vertically.

Provision should be made, if required, to prevent the after masthead light dazzling persons on the bridge or forecastle head.

If sails are carried the Surveyor should be satisfied that the lights will not be obscured when the sails are set.

The height of the masthead light should be measured from the weather deck (on the fore side of the bridge) through which the foremast passes.

Masthead lights should be in line with and in the same vertical plane as the keel.

10. *Side Lights: Construction and Position of Screens.*—When the screens are of wood they should be well seasoned, and not less than  $1\frac{1}{4}$  in. in thickness; the chock should be rounded off as shown in A.F.O. Diagrams 139/36 (1 and 3), and when the set screw of the cleat is screwed hard up the back of the lantern should fit closely against the back of the screen, as shown in A.F.O. Diagram 139/36 (1 and 3) and the side of lantern should be parallel to the side of screen.

Side lights should be fitted on the bridge-ends whenever possible.

The screens are never to be secured to the rigging except in the case of small sailing vessels. When the screens are attached to movable davits or to outriggers extending outwards over the side of the vessel, they should be fitted with stop pins or distance rods so arranged that when the stop pins are in their places the screens will be parallel to the line of keel.

11. *Not-under-command Lights.*—The two red lights, prescribed by Article 4 of the Collision Regulations for the use of vessels when not under command, must be visible all round the horizon for at least two miles.

12. *Anchor Lights.*—All vessels under 150 feet in length must be provided with one, and of 150 feet in length and over with two, anchor lights. The lantern or lanterns must be so constructed as to show a white unbroken light, visible all round the horizon, for at least one mile.

In cases where two lanterns are carried, it is desirable that they should be of the same description and the light of the same power.

### 3124.—Fitting of Radiator in the Torpedo Tube Compartment

*Submarines of the "Oberon" and later classes*

(D./M.F. 16341/36.—31.12.1936.)

Approval has been given for a radiator to be fitted in the torpedo tube compartment in all existing submarines of the "Oberon" and later classes.

2. An item to cover this work is to be included in the next list of alterations and additions for the vessels concerned.

3. The necessary additional wiring, etc., is to be carried out by the ship's staff.

4. A radiator, Pattern No. 7886 (1,000 watts), plug and socket, necessary cable, etc., is to be demanded through the usual channels.

## Section 4.

OTHER STORES—NAVAL STORES, VICTUALLING STORES,  
MEDICAL STORES, CONTRACTS

1924

## 3367.—Carbons—Agreement with General Electric Co. for Supply

(C.P. 33755.—12.12.1924.)

An agreement has been entered into with The General Electric Co., Ltd., Magnet House, Kingsway, W.C.2, by the Admiralty, War Office and Air Ministry, under which the three Departments have undertaken that, so long as the Company can manufacture carbons to the specifications from time to time required, in sufficient quantities and in all other respects to the satisfaction of the said Departments, all orders placed with the trade for searchlight and other arc carbons shall be placed with this Company.

The General Electric Co. will also carry out research and experiments in conjunction with the Departments concerned with a view to evolving better carbons and carbons of different types, and any proposals under this heading should be forwarded to the Secretary of the Admiralty, for the Interdepartmental Technical Committee, D.E.E. Department, Admiralty.

In normal circumstances all orders for carbons required for Naval use under this agreement will be placed by Director of Navy Contracts, who will settle the prices to be paid. If, however, in special circumstances, direct arrangements with the Company are made by any Establishment for a small supply, particulars should be immediately reported to the Director of Navy Contracts, who will arrange the price to be paid.

The agreement with the firm lays down definite terms of payment for *all* supplies, and it is therefore unnecessary to obtain local tenders from the Company.

In any special case, where it is essential that direct order for supply should be placed locally, that order should state that a further communication will be made by the Director of Navy Contracts as to terms, and request that the carbons be put in hand meanwhile in accordance with the provisions of the Agreement of 12th November, 1924. Such orders should, as hitherto, be reported immediately, with a copy, to the Director of Navy Contracts.

1930

## 1827.—Microscope Objectives, etc.—Care

(M.D.G. 7596/30.—11.7.1930.)

Cases have recently occurred of microscope objectives and other lenses being damaged by attempts to unscrew the mounts of the lens. In most cases the pressure of the pliers or gripping instruments used have loosened the setting of the lenses, and, even when this has not occurred, the centering of the lenses has been interfered with, as it is not possible to screw the lens mount into the same position as originally placed by the maker. The correct axis of the combination of lenses is obtained in a lathe by a series of intricate adjustments, and Medical Officers are to note, therefore, that the mounts of objectives, etc., are not to be unscrewed *under any circumstances*.

2. If lenses are considered to need cleaning *between combinations* they must be returned into store in order that arrangements may be made for the operation to be carried out by the makers.

3. Special care should be taken in handling old Ross  $1\frac{1}{2}$  in. objectives. These lenses have been repeatedly reset, with a resultant progressive thinning of the metal seating. As a consequence, the shoulder retaining the setting is reduced and the mount is rendered comparatively fragile.

4. Precautions should be taken to guard against lenses being loosened in their settings by heat transmitted from the source of illumination when incandescent or arc lamps are used.



**3277.—Officers' Bedding—Charges for Washing**

(N.S. 14041/30.—19.12.1930.)

All cash vouchers for charges for washing officers' bedding at the cost of the Crown are to show the names of the officers by whom the bedding was used, and the date of their discharge from the ship or establishment.

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**1931****1754.—Artificial Eyes and Trusses—Revised Procedure as regards First Supply and Replacements**

(M.D.G. 1235/31.—17.7.1931.)

In future, prior Admiralty approval need not be obtained for the issue of artificial eyes or trusses, providing no doubt exists as to the man's eligibility under the regulations for a free supply or replacement, and the normal appliance meets requirements. Such supplies may be effected immediately by issue from stock or local purchase, but each case should be reported to the Medical Department, Admiralty, after the supply, with details as rendered at present.

2. When any doubt exists as to a man's eligibility for a free supply, or the case presents exceptional features (*e.g.*, where the normal appliance is unsuitable and a more expensive type is necessary), the application should be submitted to the Medical Department, Admiralty, as at present.

3. The cost of an appliance issued to a civilian employee as the result of an injury on duty will be chargeable to the contingency subhead of the Vote from which the man was paid at the date of the injury.

**2631.—Storing Arrangements***Persian Gulf Division.*

(N.S. 9720/31.—6.11.1931.)

*(This reprint embodies A.F.Os. 1270/32 and 332/36.)*

H.M. ships of the Persian Gulf Division are to obtain the main portion of their supplies of both permanent and consumable Naval stores and victualling stores direct from England. Certain provisions (*e.g.*, flour and rice) are, however, to be purchased from contractors at Bombay so long as the cost of supply of such items is considered reasonable, and instructions in regard to these will be issued by the Director of Victualling from time to time as necessary.

2. Vessels, when refitting at Colombo, are to replenish with both Naval and Victualling Stores from Trincomalee. Naval Stores required for making good defects of H.M.S. "Shoreham" while refitting at Bombay may be supplied from the H.M. Indian Naval Dockyard, instead of from Trincomalee, provided that all structural materials, important fittings, etc., used for such repairs, or for any alterations and additions, are in accordance with, and fully up to, the standards of materials approved for use in H.M. ships. The ship's officers concerned are to satisfy themselves on this point. Any stores not available at Bombay are to be obtained from Trincomalee. Naval Stores required at Bombay in connection with the half-yearly dockings of sloops are to be demanded from Trincomalee.

3. In regard to the main supplies from England, H.M. Dockyard, Chatham, will be the storing yard for Naval stores, and the Royal Victoria Yard, Deptford, for victualling stores. Demands from H.M. ships should be forwarded quarterly by the most advantageous route, so as to reach the Admiralty (Director of Stores or Director of Victualling as the case may be) not later than 25th January, 25th April, 25th July, and 25th October in each year. The demands are not to be sent direct to H.M. Dockyard, Chatham, or to Royal Victoria Yard, Deptford.

Stores will be consigned to the Clerk in Charge, Navy Stores, Bahrein, for H.M.S. ....

4. Messrs. Strick's steamers, which leave London about 20th of each month, call at Bahrein, and quarterly consignments of stores will be sent direct to Bahrein by steamers leaving London towards the end of February, May, August and November in each year.

5. Casual consignments of an urgent nature that cannot wait for the quarterly shipments of replenishments will be shipped to Bahrein per P. & O. and B.I. steamers via Bombay. As, however, the cost of small consignments via Bombay is heavy, it is essential that interim demands from ships for urgent shipment should be kept to the absolute minimum.

6. Except when H.M. ships of the Persian Gulf Division are refitting at Colombo or Bombay, defective stores and empties should either be surveyed on board (if of little or no value) or packed for shipment and landed at Bahrein, whence they will be conveyed by an Admiralty oiler proceeding with cargo from Abadan to Malta when the accumulation at Bahrein justifies the diversion of an oiler. The diversion of the Admiralty oilers is to be arranged by the Senior Naval Officer, Persian Gulf, direct with the Admiralty Inspector of Fuel at Abadan, and steps are to be taken to ensure prompt loading at Bahrein so as to cause as little delay to the oilers as possible. The landing of valuable and portable articles at Bahrein (*e.g.*, electro-plated mess traps, binoculars, telescopes, stop-watches, etc.) should be restricted. Such articles, together with those that can be repaired at Colombo and Bombay, should be dealt with during the annual refits at those ports as far as practicable. As regards Naval stores all requisitions for survey, and as regards victualling stores all reports of survey and return notes (*see* B.R. 93, Manual of Victualling, 1929, Chapter IIg and Chapter IIIe) on stores destined for Malta should be despatched to the Superintending Naval Store Officer or Superintendent and Victualling Store Officer at that port, who will give the necessary clearances to Ships' Accounting Officers when the articles arrive. A memorandum of instructions for dealing with such returns is appended.

7. In view of the frequent opportunities of free freight from Malta to England it is not necessary to send any consignments of such items as empty gas cylinders and used glass chemical tubes by paid freight from the Persian Gulf to England. It should also be borne in mind that certain arisings (*e.g.*, old canvas hose), although of little value in the East, have a market value at Malta or at home. The Superintending Naval Store Officer, Malta, should furnish the Senior Naval Officer, Persian Gulf, with particulars of arisings value which would justify condemned articles being returned by free freight to Malta instead of being dealt with by survey on board. Similarly no packing cases, wooden casks, iron drums, broken chairs, etc., should be condemned by survey on board unless it is clear that they are beyond economical repair and are incapable of further utilisation.

#### MEMORANDUM OF INSTRUCTIONS FOR DEALING WITH NAVAL AND VICTUALLING STORES AND EMPTIES LANDED AT BAHREIN FOR RETURN TO MALTA.

(i) Naval and victualling stores are to be packed separately on board H.M. ships concerned, and the packages are to be clearly addressed to the Superintending Naval Store Officer or to the Superintendent and Victualling Store Officer, Malta, after old markings on the cases, casks, etc., have been carefully obliterated so far as no longer applicable. Bulky articles which cannot be packed conveniently are to be tallied and addressed on board H.M. ships concerned in a similar manner.

(ii) Each package or bulky article is to bear the name of the returning ship and the ship's serial number of the survey or return note, on which the stores are listed. For articles packed on board, a separate requisition for survey, Form S.331 (or, for victualling stores a report of survey, Form S.330, or return note, Form S.549), should be prepared for each package or bulky article, and a spare copy should be inserted in the case, cask, etc., for use as a packing-note when the stores are unpacked at Malta. The name and rating of the packer should be shown on all copies of the requisitions for survey, etc.

Thus a case containing victualling stores returned from H.M.S. "Hastings" on report of survey, serial number 20 of 1931, would be marked:—

<p style="text-align: center;">"Hastings" 20/31 S.V.S.O., Malta</p>
---

and the package would be listed as—

"Case 20/31—Victualling Stores *ex* 'Hastings.'"

(Note.—Suitable abbreviations can be adopted for ship's names to save labour in marking packages, but the abbreviations adopted must be unmistakable at Malta.)

(iii) Empties will be easily distinguishable as belonging to the Naval store or victualling departments from their nature, or from the yellow (N.S.) or green (victualling) bands painted on the casks or cases. The name of the ship returning should be inserted if this is not already painted on the empty package, but there is no need to mark the serial numbers.

(iv) The packages containing returned stores, loose bulky articles and empties are to be handed over to the Clerk in Charge, Navy Stores, at Bahrein, who is to arrange for victualling and Naval store consignments to be stowed separately in the godowns while awaiting shipment. Lists of the *packages*, bulky articles and empties are to be prepared by ships' Accounting Officers in quadruplicate on Forms S.549 (separate lists for Naval and victualling consignments are necessary) and sent with the consignments to the Clerk in Charge, who will give dated receipts on the quadruplicates and return them at once to the ship's officers. The remaining three copies will be retained by the Clerk in Charge until the consignments are shipped, when, after insertion of the name of the oiler, date of shipment, and Master's receipt, they will be dealt with as follows:—

*Original.*—To be sent under cover to consignee (S.V.S.O. or S.N.S.O., Malta).

*Duplicate.*—Handed to Master of oiler for use as a bill of lading.

*Triplicate.*—To be retained and kept in a guard book by Clerk in Charge, Bahrein, as a proof that goods have been shipped. They should be arranged under ships' names and in order of date when raised, so as to facilitate reference in the event of queries.

(v) A copy of each survey or return note is to be posted to the S.V.S.O. or S.N.S.O., Malta, as soon as the consignments are landed at Bahrein. Ships' Accounting Officers are to keep the receipted quadruplicates of Forms S.549 with the pertinent batches of survey and return notes (ships' copies) until they receive detailed receipts for the stores from the S.V.S.O. or S.N.S.O., Malta. If such detailed receipts are not received within a reasonable time after it is known that a shipment from Bahrein has taken place, steps are to be taken to verify that the goods have actually been shipped from Bahrein, and enquiries as to the missing receipts addressed to S.V.S.O. or S.N.S.O. if necessary. Ships' accounts are not to be cleared until such receipts have been obtained, or until Admiralty approval has been obtained to write off any discrepancies.

(vi) In regard to permanent Naval stores demanded from England in lieu of those returned to Malta, cross references should be quoted on the requisitions for survey and the demands in lieu, thus:—

*On the demand.*

“ In lieu of stores being returned to Malta on R/S ..... ”  
(quote ship's serial number).

*On the requisition for survey.*

“ Stores in lieu are being demanded from England on demand ..... ” (quote ship's serial number).

## 1932

### \*777.—Plain Clothes Gratuity

(V. 245/32.—1.4.1932.)

From the date of this Order the gratuity payable to Naval ratings and Royal Marines on leaving the Service, to assist them in providing themselves with plain clothes, will be as follows:—

	£	s.	d.
Naval ratings ... ..	0	10	0
Royal Marines:—			
Staff sergeants ... ..	0	17	6
Colour sergeants and sergeants ... ..	0	10	0
Rank and file ... ..	0	7	6

### \*1214.—Drinking Water Supply—Precautions

(N.S./M. 5400/31.—20.5.1932.)

All supplies of water taken on board H.M. ships for drinking or cooking purposes should be absolutely pure, and every precaution should be taken to protect the water from contamination during filling, in storage, and in the process of issuing, and also the tanks during cleaning and coating.

2. Before supplies of drinking water are taken from any source on shore, other than in H.M. Dockyards, it should be ascertained whether a chemical and bacteriological analysis has been made, and if a satisfactory report is not forthcoming, steps should be taken to have the necessary analyses made, or to carry out as careful an analysis (M.191) as is possible with the chemical tests supplied. All such analyses are duly to be recorded in the medical journal.

3. The following rules should be observed :—

(i) All hoses, filling, stand and sounding pipes used for drinking water should be fitted with a cap attached to the hose or pipe with a chain, except as shown in paragraph (viii). All vent hole pipes should be gooseneck shaped and situated in the open air, clear of air escapes from fuel oil tanks or other possible sources of contamination.

(ii) On all piers or wharves where there are drinking water stand pipes for supplying tank vessels, and where hoses are kept, a bench or long table should be fixed close to the stand pipe for the coiling and uncoiling of hoses; the hoses after use should be triced up to drain and then coiled in a suitable place off the ground.

(iii) Manholes for access to drinking water tanks should not be situated in a sleeping or messing compartment if such an arrangement can be avoided, and they should in no case be flush with the deck.

(iv) All openings to drinking water tanks should be as distant as possible from the latrines.

(v) The process of supplying drinking water from stand pipes on shore to tank vessels should be under the supervision of a Naval Medical Officer, who should draw up a few simple rules for the guidance of the man in charge of the stand pipes, and for the Masters of the tank vessels, with a view to the protection of the water from pollution. These rules should be posted near the stand pipe and in prominent positions in the tank vessels. Similarly, the process of receiving water from a tank vessel into one of H.M. ships should always be under the supervision of the Medical Officer of that ship or her parent ship, who should sterilise the water as recommended below.

(vi) While the drinking water tanks of any of H.M. ships are being filled with water from the shore (except from H.M. Dockyards), the water should be subjected to chlorine sterilisation by the introduction of chloride of lime (stabilised), which should be demanded from the Storing Yard or Base in the usual manner as "Naval Stores"; it is considered that about  $1\frac{1}{2}$  lbs. of chloride of lime will be sufficient for each ship. For all practical purposes 30 grains of chloride of lime are required to be added to 100 gallons of water; the addition should be made during the filling of the tank, and the water will be ready for drinking an hour afterwards. Effective sterilisation can be assumed if the water reacts to the following test 30 minutes after the chloride of lime has been added. A small quantity is drawn from the tank into a clean test tube and to this is added a few drops of freshly prepared starch solution and a crystal of potassium iodide. The whole is stirred with a clean glass rod; a faint blue colour should be produced immediately.

(vii) The necessity for the exercise of cleanliness on the part of the crew and throughout the ship cannot be over-estimated. Every care is to be taken that pollution of the water does not take place either through man-holes, pipe systems, or by other means. Special attention is to be paid to sanitation, and the latrines are to be kept in good order. Pipes, pumps, or tanks, set apart for drinking water should be clearly marked and labelled as such, and should not be used for any other purposes.

(viii) The hoses and watering plant are to be maintained in a perfectly clean condition, and the hoses are to be triced up to drain before being coiled up, in a suitable place off the deck. The canvas hoses used for drinking water are to be kept separate from other hoses in ships, and the couplings are to be painted Egyptian blue to denote that they are for drinking water only. The caps provided for filling pipes, sounding pipes, and hoses are to be kept in place. In order, however, to obviate the expense of making any new caps and plugs that may be required for hoses fitted with Admiralty pattern screw connections used for drinking water, such hoses after being triced up for drying are to be made up on the bight and the ends coupled together.

(ix) In the case of water carriers, before any compartment is used for drinking water, the plating and frames are to be scraped bare, the space thoroughly cleaned out, and coated with two coats of bituros solution. In the case of large water carriers, each tank should be cleaned out once in six months, and in small vessels at least once in every three months. Application for any necessary assistance to enable the above instructions to be complied with should be made to the Senior Naval Officer.

In other vessels the fresh water storage tanks are to be lined with rosbonite (fresh water tank quality), bituros enamel, or other approved material. Arrangements should be made for the surfaces of these spaces to be examined, as opportunity offers, and any defects discovered in the coating are to be made good as soon as possible.

To ensure that tanks and spaces used for drinking water are adequately cleaned, and in order to prevent infection, the following instructions are to be observed :—

- (a) The work of cleaning, disinfecting, and of coating cement-washing the tanks is to be carried out to the satisfaction of a Naval Medical Officer.
- (b) All men detailed for work in drinking water tanks should, prior to starting work be carefully inspected by the Medical Officer concerned, and he should reject as unfit for the work anyone who has had dysentery or typhoid ; is suffering from venereal or skin diseases, or diarrhoea, or is subject to otorrhoea or pyorrhoea. The Medical Officer should also take observation of the general bodily cleanliness of the men, and forbid those lacking in this respect from working in the drinking water tanks. All men who have to enter the tanks should be supplied with a clean canvas suit or a suit of overalls, and be made to wear a pair of gymnasium shoes or rubber sea boots, and on no account be allowed to enter the tank in their ordinary footwear.

During the intervals for meals, etc., the clothing used in the tanks should be removed, and kept in a clean place until resumed.

For this purpose suitable transportable chests should be provided, and the change of clothing should take place as near as possible to the tank in which the men are to work.

- (c) The work is to be done by suitable ratings, wherever possible, rather than by Contractor's men.
- (d) Too frequent cleaning is to be avoided, and the question whether cleaning has become necessary should be referred for decision to the Medical Officer, who should examine the tanks periodically when they are empty.

(x) When proceeding light from port to port, only such compartments should be filled with sea water as may be necessary for the safe navigation of the ship, and the tanks so utilised should be thoroughly cleaned and rinsed out with fresh drinking water, before again being used for drinking water.

(xi) Water which may overflow from the testing tank on board a distilling ship should not be diverted into the drinking water supply tanks, but should flow into the boiler water tanks.

4. *Exhaustive Analysis.*—It must be understood that a good standard result from the analysis (M.191) referred to in clause 2 does not necessarily mean that the water is *potable*. This can only be proved by bacteriological examination, and when a complete analysis of the drinking water of shore establishments in the United Kingdom is considered necessary, it is always to be carried out at the Naval Medical School, R.N. College, Greenwich, S.E.10.

5. In view of the difficulties which may be experienced in applying the above precautions fully to ships building by contract, it is desired in these cases that healthy men of clean habits, wearing clean overalls and rubber shoes, should be employed in cleaning out finally the tanks and preparing them for filling, and that special care should be taken to ensure the cleanliness of the hose.

## 1467.—Provisions—Repayment Issues in Ships in which General Messing is in Operation

(V. 1149/32.—17.6.1932.)

The following arrangements for issue of provisions on repayment in ships in which the General Mess system is in operation are promulgated for information and guidance :—

### *Officers' Messes.*

Provisions which are stocked on board for messing the ship's company may be taken up by officers' messes on repayment, provided that such issues will not be detrimental to the messing of the ship's company.

*Ship's Company.*

With the exceptions specified below, it should not be necessary under the General Mess system to provide for provisions to be taken up on repayment by men's messes.

The exceptions are as follow:—

(a) *Tea, Sugar, Milk, etc.*—Certain quantities of these articles may be required for consumption at other times than regular meals. Such quantities may be issued on repayment.

(b) *Butter* may be issued on repayment to messes desiring this article instead of margarine, which is normally supplied in H.M. ships. A quantity of butter, equivalent in value to the margarine which would otherwise be issued, may be included in the General Mess expenditure, the value of the balance being recovered from the messes.

(c) When entertainments are given by the ship's company such provisions as are necessary for the purpose may be taken up on repayment, provided the articles are not obtainable from the canteen.

*Prices.*

The prices charged against officers' and men's messes for provisions issued on repayment are to be those used in the General Mess accounts for valuation purposes, *i.e.*, Service Issuing Prices for articles included in the Issuing Price List and cost prices for other articles.

*Accounting.*1. *Provision Account.*

(a) *Provisions Obtained from Victualling Yards or under Admiralty Contracts.*—Details of issues on repayment are to be shown on the pages provided for that purpose in Form S.83, Part 1A, issues to officers' messes being shown in black and those to men's messes in red ink.

A daily record of the provisions issued to various messes is to be kept on board in Form S.72. Weekly totals should be transferred to Form S.115.

In the fair account forwarded to the Admiralty, the following details only are required on the pages mentioned:—

Page 10. Cash account voucher.

Page 13. Monthly amount recovered.

Pages 10–13. Total issues for quarter.

Proving column.

(b) *Other Provisions, i.e., Purchased by Accountant Officer.*—Issues on repayment will not be shown separately in the body of Form S.83, Part 1A, but a statement is to accompany the account, giving details of the articles sold, with rates and values. Sales to officers' and men's messes are to be shown separately. The amounts recovered are to be shown in the Abstract of Expenditure on the final page of Form S.83, Part 1A.

A detailed record of the issues to various messes is to be kept on board, weekly totals being transferred to Form S.115.

2. *Cash Account.*

(a) *Officers.*—Recoveries are to be brought to account on Form S.73, amounts in respect of "victualling yard, etc., provisions" and "other provisions" being shown separately.

(b) *Men's Messes.*—The amounts due are to be recovered in cash monthly, or as may be arranged. The recoveries may be shown on a separate voucher to the Cash Account or, if preferred, the recoveries may be included on Form S.73, but in a separate column from that used for issues to officers' messes. Amounts due in respect of "victualling yard, etc., provisions" and "other provisions" are to be shown separately.

**1569.—Storing Arrangements***Sloops.*

(N.S. 5711/32.—1.7.1932.)

The attention of all concerned is called to the undesirability of completing sloops with stores for more than the authorised storing period (4 months for naval and victualling stores) if it can possibly be avoided.

2. When sloops are detached for cruises where they will be out of touch with a naval supply base for a prolonged period, arrangements should be made, if practicable, for the vessels to be replenished with the more bulky descriptions of stores at some convenient port visited during the cruise.

3. Red Sea sloops should be replenished by quarterly shipments from Malta.

4. Sloops operating for a prolonged period on the West Coast of Africa should demand any necessary replenishments from England (demands to be sent in good time to the Director of Stores and Director of Victualling), the port and date when the consignment is required to arrive being furnished in a covering letter.

5. Similar arrangements to those indicated in paragraph 4 should be made for sloops on detached cruises in South American waters, but any saving in weight that can be effected by purchasing supplies of sugar, flour and preserved meat at South American ports during the voyage should be taken into account when preparing for the cruise, so that the demands for other bulky stores from England can be reduced as much as possible.

6. Stores in excess of the authorised allowance of four months are not to be carried without prior Admiralty sanction; any such additional stores approved to be carried should be stowed as low down in the ship as can be conveniently arranged.

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**1933****196.—Stores and Empty Packages Returned to Medical and Dental Contractors—REPORTS**

(M.D.G. 448/33.—20.1.1933.)

Medical and Dental Officers afloat and ashore are reminded that in the event of stores being returned to contractors as unsuitable and for exchange, details must be forwarded to the Director of Navy Accounts as soon as possible in order to ensure that proper financial adjustment is obtained from the contractors.

2. If the articles returned were supplies ordered from the contractors by the Admiralty, a report is also to be forwarded to the Medical Director-General of the Navy, indicating in what respects the articles supplied are regarded as unsuitable.

3. Care is also to be taken to report to the Director of Navy Accounts (Branch 7), without delay, full particulars, including prices according to contract, of all empty packages, bottles, etc., returned to contractors, in respect of which credit is due to Naval funds.

4. Shore establishments in which Accounts of Issue (Form M.117) are used will continue to report such transactions through that medium. In other cases the necessary particulars are to be reported on Reference Sheets.

5. The foregoing instructions are to be observed by Medical and Dental Officers both at home and abroad.



**944.—Local Purchases—Cash Discounts for Prompt Payment of Accounts**

(C.P. 6223/33.—13.4.1933.)

The following discounts are allowed by the firms named for prompt settlement of accounts :—

Singer Sewing Machine Co., Ltd.  $2\frac{1}{2}$  per cent. on all orders (excepting Type Z.28K4 hand machine with base and cover) subject to payment being made in 30 days from end of month in which goods are invoiced.

All enquiries and orders to be sent to Singer Building, City Road, London, E.C.1, except those for goods for H.M. Dockyard, Devonport, which should be sent to 87, Victoria Street, Bristol.

Renold and Coventry Chain Co., Ltd., Didsbury, Manchester  $3\frac{3}{4}$  per cent. for payment within seven days from date of invoice, or  $2\frac{1}{2}$  per cent. for payment during month following date of invoice. These discounts to apply to all orders except those under £1 in value.

Order for Brampton Bros. to be sent to Renold and Coventry Chain Co., Ltd.

2. When these firms are invited to tender, the clause which reads "Net prices should be given, all trade discounts *including cash discounts* being allowed in the quotations", as printed in current forms of invitation to tender (D.258-d and h) should be deleted, the words "*All trade discounts should be allowed in the quotation*" being inserted in lieu.

3. Attention is directed to the necessity for reporting promptly all local purchases for which payment will be made by the Admiralty in order that these discounts may be secured.

**983.—Medical Stores—Invoices and Packing Notes**

(M.D.G. 3480/33.—20.4.1933.)

All cases and packages of medical and dental stores sent to the Naval Medical Depot, Deptford, or to other medical establishments, are to be clearly marked on the outside, indicating the character of the contents, consigning officer and name of ship or establishment, together with the date of despatch. Invoices in triplicate are to be posted immediately showing the same date and other identification marks.

2. Packing notes are to be enclosed in each particular case or package showing its contents in detail, except those packages containing definite quantities of stores, *e.g.*, medicine chests, bales of dressings, etc., packed to scale.

**1238.—Towage on the River Tyne—Contract**

(C.P. 2769/33.—25.5.1933.)

A contract has been arranged through the Admiralty Agents, Messrs. Wm. Mathwin & Son (Newcastle), Ltd., Newcastle-on-Tyne, with Messrs. Redhead & Dry's Tugs, Ltd., of 27, Quayside, Newcastle, for the provision of towage assistance in the River Tyne.

2. The contract will apply to destroyers, submarines, sloops, fishery-protection vessels, and all ships of merchant type, but it is not incumbent on tank vessels proceeding to the Tyne for docking to use this contract as the docking firms have their own towage arrangements.

3. Cruisers and vessels of heavier classes are not covered by the contract, but arrangements for such ships can be made on each occasion, in case of need within twenty-four hours.

4. Application should be made to Messrs. Wm. Mathwin & Son (Newcastle), Ltd., for all towage assistance on the Tyne, as much notice as possible being given.

5. Contractors' claims for payment will be settled by Messrs. Mathwin, and must be supported by a voucher from the Commanding Officer or Master, giving particulars of the services performed and the nett registered tonnage of ship or vessel concerned, and stating whether the towage has been carried out satisfactorily.

6. This contract will be in force until 22nd March, 1934, inclusive, continuing thereafter subject to one month's notice of termination.

## 1934

### 331.—Plate, Relics, Trophies, etc.—Insurance

(M.—8.2.1934.)

The following rules are promulgated governing the necessity for insuring articles of Naval plate, etc.:—

- (i) *Articles presented to ships under dedication agreement or otherwise, or presented to ships' messes, etc.*
- (ii) *Fleet silver allocated by the Commander-in-Chief to ships belonging to the Fleet.*
- (iii) *Presentations not to an individual ship or one of its messes, but to the Flagship or one of its messes.*

Except where the dedication agreement or deed of gift stipulates for insurance, it is a matter for the ship or mess to decide whether they will insure. Donors of such articles must be held to have been aware of the perils of the sea and the possibility of articles being lost or irretrievably damaged. It must, of course, be understood that the Admiralty will not be responsible for making good any loss or damage, which also will be a matter for the ship or mess concerned.

- (iv) *Articles presented to a ship of one name and loaned by the Admiralty to another ship.*

Articles so loaned should be insured by the ships to which they are loaned.

- (v) *Fleet trophies competed for annually.*

These must be insured by the holder, or, if the Commander-in-Chief so decides, jointly by the ships eligible to compete.

2. Whenever these rules require insurance to be effected the value of the individual articles to be insured must be agreed with the Insurance Company by the unit responsible for insuring them.

3. The United Services Trustee (123, Pall Mall, S.W.1) is prepared to insure Naval plate at the following rates of premium:—

- (a) To cover Naval plate, which definitely remains in Naval Shore Establishments and is not subject to transit during the currency of the Policy, against all risks, including War—3s. 4d. per £100.
- (b) To cover other Naval plate, afloat, or liable to go afloat during the currency of the Policy, against all risks, including War, afloat or ashore, World Wide—7s. 6d. per £100.

4. The above rates are promulgated for information only. The choice of insurance company rests entirely with the unit responsible for the insurance.

### 1232—Magnetos—Repairs

(C.P. 8191/34.—31.5.1934.)

Any repairs to be carried out on Watford magnetos should in future be placed either with Messrs. Simms Motor Units (1920), Ltd., or with London Magneto Repairing & Winding Co., 78, Hampstead Road, London, N.W.

2. Purchase of new magnetos, whether for separate magnetos or for magnetos forming part of new machinery, will continue to be confined to Messrs. Simms Motor Units (1920), Ltd., and Messrs. British Thomson Houston Co., Ltd.

### 1872.—Tinned Vegetables—Gratuitous Issue

(V. 1183/34.—16.8.1934.)

With reference to A.F.O. 2401/32, para. 10, Their Lordships have approved the supply of tinned vegetables, for issue as part of the Standard Ration when fresh vegetables other than potatoes are not available, to ships employed as follows:—

- (a) In the Persian Gulf.
- (b) In the Red Sea.
- (c) On the West Coast of Africa.
- (d) On surveying duties in these and similar areas.

Supply of these vegetables will be made only to ships actually employed in these areas and not to ships on passage through them or to ships making brief visits.

2. The tinned vegetables may be issued on repayment to officers and men in the ships in which the ration issue is authorised, and issuing prices will be promulgated in due course.

3. The following varieties of vegetables will be supplied:—

Turnips. Carrots. Beetroot. Peas. Beans.

4. These vegetables will be supplied mainly in No. 2 size tin, containing approximately 20 ozs. of vegetable, but a proportion of No. 1 size tin (10 ozs.) will be included as far as practicable. For ration purposes, 10 ozs. of tinned vegetables are to be considered as the equivalent of 1 lb. of potatoes or other fresh vegetables. For example, when potatoes but no other fresh vegetables are available, the full vegetable ration could be issued as  $\frac{1}{2}$  lb. of potatoes and 5 ozs. of tinned vegetables.

5. A demand for first supplies, together with a statement of 12 months' estimated consumption of these tinned vegetables, should be forwarded immediately by each ship concerned to the Director of Victualling. Arrangements will then be made for purchase and shipment as soon as practicable.

6. Subsequent supplies will be arranged as follows:—

(a) *Sloops in the Persian Gulf.* Quantities required are to be included in the demands for the usual quarterly replenishment of Victualling Stores, and shipment will be made from England. No stocks will be maintained at Trincomalee.

(b) *Sloops in the Red Sea.* Demands are to be sent to H.M. Victualling Yard, Malta, and that Yard is to notify the quantities required to the Director of Victualling as soon as practicable, in order that supply *via* Malta may be arranged.

(c) *Sloops on the West Coast of Africa.* Demands for the quantities required during employment on the West Coast are to be sent to the Director of Victualling well in advance in order that the necessary shipment may be made from England to the most convenient port.

(d) *Surveying Ships.* Demands are to be sent to the Director of Victualling well in advance with information as to where and when the stores are required.

(A.F.O. 2401/32.)

(K.R. and A.I., Appendix XIX.)

### 2539.—Washing for Naval Establishments, etc., at Portsmouth, Devonport, and Plymouth, and Rosyth and Firth of Forth

(C.P. 17074/34, C.P. 19553/34, C.P. 13174/34.—15.11.1934.)

Present contracts for Washing, Cleaning, etc., for Naval Establishments, etc., at Portsmouth (Schedule A–H inclusive) terminate on 14th November, 1934.

2. New contracts dated 10th October, 1934, C.P.17074/34 have been arranged as follows and will come into force on 15th November, 1934 :—

Schedules A, F, G, H and E (except Blankets, Seamen's, Hospital and Army Transport and Hammocks—Heavy Articles Section, and Watch Coats—additional articles section.)	Flux's Gosport Steam Laundries, Ltd., Haslar Street, Gosport.
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Schedules B, C, D ... ..	Vita Dry Cleaners, Vita Road, Northern Parade, Portsmouth.
Schedule E. Following items only :— Blankets, Seamen's, Hospital, and Army Transport and Hammocks—Heavy Articles Section.	Southsea Laundry Co., Ltd., 201, Highland Road, Eastney, Southsea.

*Note.*—Watch Coats are to be sent through Royal Clarence Yard, Gosport, to Royal Victoria Yard, Deptford, for cleaning.

3. *Devonport and Plymouth.*—Present contracts for Washing, Cleaning and Dyeing terminate on 28th November, 1934.

4. New contracts dated 26th October, 1934, C.P.13174, have been arranged as follows, and will come into force on 29th November, 1934 :—

Schedules A, D and I ... ..	Leggo-Wilson, Ltd., 58/59, Regent Street, Plymouth.
Schedules B, C, E and F* ... ..	Kingswear Steam Laundry Co., Kingswear, Devon.

(\* Arrangement for cleaning by dry process and glazing where necessary will be made direct with the trade by the officers concerned.)

Schedule G ... ..	Three Towns Carpet Beating Co. Ltd., Pennycomequick, Plymouth.
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Schedule H ... ..	Arrangements for the work will be made direct with the trade by Yard Officers.
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*Note.*—The arrangement under which Watch Coats are sent to Royal Victoria Yard, Deptford, for cleaning is to be continued.

5. *Rosyth and Firth of Forth*.—The present contract for Washing, etc., terminates on 16th December, 1934.

6. A new contract dated 5th November, 1934, C.P.19553, has been arranged with Messrs. David Brown, Ltd., Dunfermline, and will come into force on 17th December, 1934.

7. Priced copies of all the contracts will shortly be available for issue, and Ships and Establishments requiring copies should inform the Director of Navy Contracts (Branch 6a) as soon as possible, stating how many copies are desired.

### \*2578.—Provisions—Landing at Home Ports

(V. 2464/34.—22.11.1934.)

The total value at current issuing prices of the quantities of provisions permitted to be landed weekly by any man under Article 1822, King's Regulations and Admiralty Instructions, is to be limited to three shillings and sixpence.

2. The individual articles and maximum quantities of each that may be taken up within this value are—

Fresh meat ... ..	4 lb.
Haricot beans or marrowfat peas ... ..	1 lb.
Preserved meat or salmon or meat and vegetable ration.	2 lb.
Tinned suet ... ..	1 lb.
Rice ... ..	1 lb.
Pickles (unsweetened only) ... ..	1 lb.
Condensed milk ... ..	2 tins
Flour ... ..	2 lb.
Potatoes ... ..	3 lb.
Sausages ... ..	1 tin (2 lb.)
Herrings in tomato ... ..	2 tins

(*K.R. and A.I., Art. 1822.*)

# 1935

## 187.—Mess Gear—Abolition of certain Articles—Introduction of New Patterns

(V. 159/35.—24.1.1935.)

The proposals received in response to A.F.O. 1079/33 (Committee on Mess Gear) have been examined and the following alterations, etc., have been approved in the patterns of mess gear in anticipation of the Mess Gear Committee's report :—

### *Section I.—Patterns Abolished*

2. When existing stocks of the articles shown in column 2 below have been utilised, the articles shown in column 3 will be issued in lieu. Demands are meanwhile to be made in conformity with the authorised scales in B.R. 93 and B.R. 93 (1) (Manual of Victualling).

<i>Col. 1.</i> <i>Pattern</i> <i>No.</i>	<i>Col. 2.</i> <i>Article abolished.</i>	<i>Col. 3.</i> <i>Article which will be issued in lieu.</i>
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#### *Cooking Gear.*

301	Fish fryers, 28 × 22 × 8 in.	Pattern 300A or 302A shown in Section II below, whichever is the more suitable for the range fitted in the galley.
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*Note.*—Trays, drainers and splash-boards for Pattern . 301 will continue to be stocked at Victualling Yards until fryers of this size now in use are worn out.

28B	Tubs, cooks', galvanised, 40 galls.	Tubs, cooks', tinned, 40 galls., Pattern 28D.
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#### *Mess Utensils for Ships' Companies.*

228	Dishes, butter, enamelled, large.	} Dishes, butter, enamelled, small and covers, Patterns 218 and 219, at the rate of 1 No. for 6 men.
229	Dishes, butter, enamelled, covers for.	
8	Kettles, mess, 5 galls.	

Kettles, mess, 4 galls., Pattern 9.

#### *Mess Utensils for Sick Berths*

4C	Bottles, vinegar.	Bottles, vinegar, Pattern 130.
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### *Section II.—Patterns Modified*

3. When existing stocks of the articles shown in column 2 below are exhausted, they will be replaced by the modified patterns shown in column 3.

<i>Col. 1.</i> <i>Pattern</i> <i>No.</i>	<i>Col. 2.</i> <i>Article to be replaced.</i>	<i>Col. 3.</i> <i>Modified pattern.</i>
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#### *(i) Officers' Mess Traps*

88A	Boards, paste, 24 × 16 in.	Boards, paste, 24 × 18 in., Pattern 89.
C1781	Knives, bread.	Knives, bread, saw-edged, Pattern 1781A.

(ii) *Paymaster's Implements, etc.*

—	Barricoes for spirit, 10 galls.	}	Will be polished, brass bound and fitted with handles and hasp and padlock.
—	Barricoes for spirit, 6 galls.		
—	Tubs, grog, 40 galls.	}	Will be polished, brass bound, fitted with a lid and ornamented in the traditional manner.
—	Tubs, grog, 30 galls.		
—	Tubs, grog, 20 galls.		
—	Tubs, grog, 10 galls.		
88	Boards, paste, 36 × 30 in.		Supply will be restricted for the present to ships newly commissioning or re-commissioning.
300 and	Fish fryers, 30 × 24 × 8 in.		Boards, paste, 24 × 18 in., Pattern 89.
302	Fish fryers, 26 × 18 × 8 in.		Fryer, 30 × 24 × 10 in., Pattern 300A.
			Fryer, 26 × 18 × 10 in., Pattern 302A.
			Trays (Patterns 300c and 302c), for use with the deeper fryers, will have handles 2 in. longer than the present patterns.
			Demands for trays in replacement are to show the depth of the fryer for which they are required.
			The <i>drainers</i> for all fish fryers will be fitted with a vertical back.
C1788	Knives, butchers', 6 in.		Knives, boning, 6 in.
C1011	Slices, cooks', aluminium.		Slices, egg, tin, Pattern C941.
284	Tins, bread, 2 lbs.		Tins, bread, 2 lbs., Pattern 284A.
			This tin is deeper than Pattern 284.

(iii) *Mess Utensils for Ships' Companies*

Future purchases of earthenware cups, plates and saucers, Patterns 49, 86A and 87, for ratings other than C.P.Os. and P.Os. (hitherto badged with an anchor on the outer or upper surfaces) will be of plain ware; the Admiralty foul anchor device will appear only on the bottoms of these articles along with the makers' trade marks, for identification purposes.

Cups, saucers and plates supplied to men's messes on repayment after 1st April, 1935, are to be charged at the prices for plain ware, which will be shown in O.U. 5420/33—Victualling Rate Book for 1935.

4. The necessary amendments to B.R. 93—Manual of Victualling—will be deferred, pending the receipt of and decisions on the report of the Mess Gear Committee.

**296.—Trial of Contract-made Boots for Royal Marines—REPORT**

(C.P. 2233/35.—7.2.1935.)

It has been decided to carry out a three years' trial of boots manufactured by the Trade for Royal Marines.

2. The trial will be carried out by N.C. officers and men of the Chatham Division, wherever serving, except recruits whilst at the dépôt, R.M.

Initial issue will be made with annual clothing due 23rd April, 1935.

Boots of R.M. manufacture are not to be worn during the period of the trial, except in special circumstances, *e.g.*, during repair of Trade boots, etc.

3. The ranks concerned will not be permitted to take up compensation in lieu of issues in kind during the period of the trial.

4. In order to ascertain the wearing qualities, etc., under all conditions, of the Trade boot, a detailed record in the following form is to be maintained for N.C. officers and men belonging to Chatham Division by

officers commanding R.M. detachments for ranks serving afloat and by Company Commanders for ranks serving at R.M. Establishments:—

To whom Issued.			Date of Issue.	Repaired.		If adversely affected by Action of Salt Water.	Whether Boots are still fit for Wear after 12 months' use.	General remarks as to Wearing Qualities (to include particulars of any specially arduous wear, to which subjected).
Reg. No.	Rank.	Name.		Date.	Cost and Nature of Repairs.			
(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)	(9)

NOTE:—A fresh record is to be maintained for each annual clothing year 1935, 1936, 1937.

5. The Commanding Officers of H.M. ships and Naval Establishments and Commandants of R.M. Establishments, under whose command ranks in possession of contract-made boots have served during the preceding 12 months, will render to the Adjutant-General, Royal Marines, on 1st May in each of the years 1936, 1937, 1938, a general report on the wearing qualities of these boots. The detailed record mentioned in preceding paragraph is to be attached to this report.

6. In the event of a N.C. officer or man being discharged to another ship or establishment during the period of the trial, the details in respect of his boots noted on the record mentioned in paragraph 4 are to accompany him.

7. Further instructions will be issued respecting the conduct of the trials in 1936 and 1937.

## 298.—Steel Wire Rope for Aircraft Cranes and Lifts

(N.S. 1332/34.—7.2.1935.)

It has been decided that, in future, extra special steel wire ropes are to be used for aircraft cranes of all ships, and supply should be made accordingly as the existing wires require renewal. The ropes are to be in accordance with Specification DNC/M/3H (Specification 5), and can be obtained under standing contracts.

2. A complete set of spare fitted ropes for seaplane cranes should be carried:—

<i>Service.</i>			<i>Description of Rope.</i>	
Purchase rope	...	Ordinary lay	} Extra special flexible S.W. rope, 6 × 37. Construction Specification 5 in DNC/M/3H. Size of ropes to be as fitted.	
Topping lift rope	...	Lang's lay		

Where special thimbles are found necessary for fitting the ropes, supply should be obtained by local purchase or by yard manufacture.

3. The reports rendered in accordance with A.F.O. 2543/33 (not reprinted in Annual Volume) indicate that some vessels already have a full or partial complement of spare crane ropes. Demands should be forwarded to storing yards by vessels concerned for the ropes which are necessary to complete the complement of spares in accordance with this Order, and arrangements should be made by dockyards for early supply.

4. As regards aircraft carriers, spare wires for cranes are dealt with in A.F.O. 1213/32 (not reprinted in Annual Volume). It is not possible to standardise the ropes to be used with aircraft lifts, and spares and replacements for this purpose should be identical with the ropes now fitted. Particulars of spare ropes for lifts which are to be carried on board, and of yard reserves, are shown in A.F.O. 2158/31 (not reprinted in Annual Volume).



**515.—Washing for H.M. Ships, etc., at Portland and Sheerness**

(C.P. 13177/34, C.P. 13176/34.—28.2.1935.)

Present contracts for washing for H.M. ships, etc., Portland and Sheerness, terminate on 31st March, 1935.

2. New contracts have been arranged as follows and will come into force on 1st April, 1935.

*Portland.*

The South Dorset Steam Laundries, Contract dated 20th February, 1935,  
Ltd., Portland Laundry, Port- C.P. 13177/34.  
land.

*Sheerness.*

The Minerva Steam Laundry, Charles Schedules A and B. Contract  
Street, Blue Town, Sheerness. dated 20th February, 1935.  
C.P. 13176/34.

3. Priced copies of the above contracts will shortly be available for issue, and ships and establishments requiring copies should inform the Director of Navy Contracts (Branch 6a) as soon as possible stating how many copies are desired.

**1921.—Towage at Antwerp—Contract**

(C.P. 17106.—8.8.1935.)

A new agreement, operating for a minimum period of three years from 1st July, 1935, has been entered into with Messrs. C. W. Kellock & Co., Ltd., the London Agents of the Union de Remorquage et de Sauvetage (Société Co-operative) of Antwerp, for the provision of towage assistance at that port when required by H.M. ships and vessels. It is a condition of the agreement that all towage of H.M. ships and vessels at Antwerp during the period of this contract shall be carried out by the Union and only the facilities of this firm should, therefore, be used.

2. Payment for services performed under this contract will be authorised by the Admiralty. Claims are to be forwarded by the Contractor to the Director of Navy Accounts, Admiralty, London, S.W.1, supported by a voucher from the Master, giving particulars of the services performed, the nett register tonnage of ship or vessel concerned, and stating whether the towage has been satisfactorily carried out.

**1924.—Electric Panel Fires for New Construction—Height from Deck—Modification**

(D.E.E./N.S. 8280/35.—8.8.1935.)

Paragraph 4 of A.F.O. 2377/34 recommended that when installing electric fires of the reflector panel and heater panel types, the bottoms of the backplates should be approximately 18 in. from the deck. This height has been found to set the heating elements too high above the deck, and a height to the centre of the heating elements of from 20 to 22 in., according to the size of panel, is to be preferred.

2. The panel fires enumerated in A.F.O. 2377/34 and not already installed, also the panel fires for future ships, should be fitted at the lower heights.

3. Attention is drawn to the necessity for exercising care in the selection of the positions for these panels, in order to prevent risk of fire from the direction of the heat on to surrounding objects, including floor coverings.

**\*1985.—Transport Kit Bags**

(V. 1084/35.—15.8.1935.)

The bag racks which have hitherto been specially fitted on the mess decks of transports and certain freight ships (where men are not berthed in existing accommodation) for the stowage of the ordinary Service kit bags of Naval ratings taking passage will not be provided in future, but the bags will be stowed in the kit bag

room. Men *other than those entitled to second class accommodation* taking passage in these vessels in future are to be supplied on loan with a special "transport kit bag" to accommodate the articles required for use on the voyage (*see below*), and these special bags will be stowed in the "overheading" of the mess decks. Men will NOT have access to their ordinary kit bags or suitcases during the voyage.

2. Stocks of transport kit bags are available at the Victualling Yards, and, except as indicated in paragraph 5, ships and establishments sending drafts by transport or freight ship are to demand from the local Victualling Yard sufficient bags to enable one to be issued to each man requiring it. The bags are to be supplied to the men on personal loan, and are to be taken off the Accountant Officer's store charge on issue. A nominal list of the men to whom bags have been supplied is to be sent to the ship to which they are proceeding, and a copy of the list sent to each ship or establishment is to be forwarded into office with the loan clothing account.

3. A label, giving the name, rating, official number, and destination (ship) of the man to whom it is issued, is to be attached to each bag, and the following articles are to be stowed by the men in their bag prior to embarkation:—

*Men Dressed as Seamen :—*

- \*2 pairs tropical shorts.
- \*2 pairs tropical singlets.
- \*1 serge suit for use as night clothing.
- \*1 suit No. 6.
- 2 suits No. 5.
- \*2 pairs socks.
- \*2 pairs stockings.
- \*2 towels.
- \*1 pair boots or shoes.
- 2 flannels.
- 1 jersey (if not worn when joining in No. 3 suit).
- 1 silk.
- 1 overall suit.
- \*3 lb. of soap and tobacco.

*Men not Dressed as Seamen.*

- 2 pairs white trousers.
- 2 white shirts.
- 2 collars.
- 2 vests.
- 2 cap covers.
- 1 necktie.

And all articles marked \* above.

*Notes.*

(a) At home all men should join in good No. 3 suits, wearing waist belts. If men abroad join in No. 5 suits, a No. 3 suit should be substituted for a No. 5 suit in the above list for disembarkation in England.

(b) Ditty boxes should be stowed in the Service kit bags.

(c) 1 cap box containing—

- 1 blue cap,
- 1 white cap,
- 1 blue collar,
- Housewife,
- Toilet gear,
- Writing materials and small personal articles,

is to be carried separately and stowed in the overhead racks with the *transport kit bag*.

(d) 1 helmet and cover are to be carried separately and stowed in the special stowage.

4. On the arrival of the men on board their ships at their destination, the bags are to be collected and taken on charge by the Accountant Officer, who is to return them to the nearest Victualling Yard at the first opportunity or to a home Victualling Yard (*see paragraph 5*). The value of any bag lost or damaged by neglect is to be charged against the individual responsible for it.

5. When drafts are taking passage to and from a destination which is at a considerable distance from any Victualling Yard, *e.g.*, the Persian Gulf, the transport kit bags for the use of the homeward draft will be sent from England in charge of the Master of the transport to H.M. ship or ships concerned. In such instances the bags in the possession of the outward draft are to be collected and taken on charge as soon as the men arrive on board their ships, and returned to a home Victualling Yard properly packed and labelled in charge of the Master of the transport, the normal procedure for dealing with consignments being followed. (*See Manual of Victualling B.R. 93, Chapter 2, Section F (page 10).*)

6. A small stock of transport kit bags will be put on board transports and freight ships engaged for the conveyance of Naval drafts for issue to ratings who for any reason arrive on board without such a bag, and to replace casualties. The bags will be supplied to the Master and will be handed over by him as required to the officer in charge of the draft who will deal with them as laid down in King's Regulations and Admiralty Instructions, Article 830.

7. Transport kit bags are to be accounted for at the Victualling Yards as Vote 2 Stores, and dealt with in the same way as other articles of loan clothing, those returned in sufficiently good condition being washed and repaired as necessary to make them fit for re-issue.

## 1990.—Bread Tins

*Leaders and Destroyers.*

(V. 2481/34.—15.8.1935.)

Leaders and Destroyers fitted with Pattern 7A galley ranges will be provided in future with the undermentioned bread tins which will enable a day's supply of bread to be baked in one batch :—

<i>Pattern.</i>	<i>Description.</i>	<i>Quantity.</i>
Special	Tins, bread, 8 lb.	16
284A	Tins, bread, 2 lb.	7

2. *Method of Use.*—The tins should be stowed in the ovens as follows :—

### *Large Oven*

*Upper Compartment.*—Four 8-lb. tins side by side, each with one end to the side of the oven ; seven 2-lb. tins end to end along the other side and across the front.

*Lower Compartment.*—Six 8-lb. tins in pairs, end to end, along the depth of the oven.

### *Small Oven*

Three 8-lb. tins, end to end, along the depth of the oven, in both upper and lower compartments.

3. *Arrangements for supply.*—

*Home Fleet Flotillas.*—Requirements are to be demanded from the victualling yards at ships' home ports.

*Mediterranean Flotillas.*—Requirements are to be demanded from Malta victualling yard.

*8th Flotilla.*—Requirements are to be demanded from Hong Kong victualling yard.

*"G" Class Destroyers.*—Depôts are to include the quantities shown in paragraph 1 in the commissioning demands for victualling stores.

4. Any bread tins, which are no longer required on board the leaders and destroyers concerned, are to be returned to store at a convenient opportunity when supplies on the new scale are available.

5. Amendment of the Manual of Victualling—B.R.93—will be deferred pending decisions on the report of the Mess Gear Committee.

**2220.—Measures, Copper, for Victualling Purposes***Leaders, Destroyers, Minesweepers and River Gunboats*

(V. 1757/35.—12.9.1935.)

The allowances of copper measures given below are to be substituted for those shown on page 215 of the Manual of Victualling (B.R. 93).

Pattern.	Article.	Ships with complements of :—			
		150-199	100-149	50-90	under 50
72A	Measures copper, lipped, 1 gal. ...	1	1	1	—
73A	“ “ “ $\frac{1}{2}$ ” ...	—	—	—	1
74A	“ “ “ 1 qt. ...	1	—	—	—
75A	“ “ “ 1 pt. ...	1	1	1	—
76A	“ “ “ $\frac{1}{2}$ ” ...	1	1	1	1
77A	“ “ “ 1 gill ...	1	1	1	1
78A	“ “ “ $\frac{1}{2}$ ” ...	1	1	1	1
80	“ “ “ round, $\frac{1}{2}$ gal.* ...	1	—	—	—
81	“ “ “ 1 qt.* ...	1	1	1	1
82	“ “ “ 1 pt.* ...	1	1	1	1
83	“ “ “ $\frac{1}{2}$ ”,* ...	1	1	1	—
85	“ “ “ $\frac{1}{2}$ gill* ...	1	1	1	1

\* To be demanded only if actually required.

2. Measures required to complete to the revised scales should be demanded from the Victualling Yard in the ordinary manner. Any victualling service measures now on board the vessels concerned no longer required or in excess of the new scale should be returned to store at a convenient opportunity.

**2382.—Ships' and Boats' Badges and Mottoes**

(M.F. 3866/35.—3.10.1935.)

The selection of ships' badges and mottoes is made on the recommendation of an Admiralty Committee on Ships' Badges.

2. On the completion of the designs for ships of the 1934 Naval Programme, the design work for the Committee will be carried out by Mr. Arthur W. S. Cochrane, C.V.O., Clarenceux King of Arms, who has been appointed Adviser on Naval Badges and a member of the Ships' Badges Committee.

3. Correspondence for the Ships' Badges Committee or for the Adviser on Naval Badges should be addressed to the Secretary, Ships' Badges Committee, Admiralty, S.W.1.

4. A sketch of each new design of badge approved is inserted in the Captain's Ship's Book, together with a statement of the reasons for the adoption of the particular design where necessary and an explanation of the motto.

5. No departure from the official ship's badge as approved and shown in the Captain's Ship's Book is to be made without Admiralty approval.

6. Orders concerning the supply of ships' and boats' badges for H.M. ships and the reproduction of designs for the public are as follows:—

*A. Badges for H.M. Ships.*—(i) H.M. ships should forward requests for supply of badges to the Superintending Naval Store Officer, Chatham, who, if the approved carving of badge for the ship concerned is available, will arrange supply within the limit of the allowance noted below, or, if the carving is not available, will forward the request to the Admiralty for instructions.

(ii) New carvings will be forwarded, after completion by the contractor, to Chatham. When the carvings have been inspected and passed, the Superintending Naval Store Officer, Chatham, will inform the Commanding Officers of the ships concerned, and will request details of the badges required to complete, on the following basis:—

Two large badges for each cutter or larger boat and each power-driven boat of 30 ft. and above.

Two small badges for each gig or smaller boat and each power-driven boat under 30 ft.

One spare boat's badge of each size and type allowed.

Badges are not supplied for collapsible boats.

(iii) All work in connection with the casting and finishing off of badges will be carried out at Chatham, and the carvings will be stored at that yard.

(iv) The cost of the badges is to be charged direct to the ships concerned in dockyard accounts.

(v) The ship's badge will be dealt with as a "fixture," and an estimate of the cost of its production should be approved before manufacture is proceeded with. The boats' badges will be supplied as permanent sea stores, and the approved allowances, as shown in A (ii) above, are embodied in the Sea Store Establishments concerned.

(vi) Ships' and boats' badges in H.M. ships and shore Naval establishments are to be accounted for in the Shipwrights' fixture list, and the pertinent Naval Store Account respectively.

(vii) Ships' and boats' badges and scrolls are to be removed from ships that are being prepared for sale and dealt with as follows:—

(a) The large ships' badges and scrolls actually worn by ships during the Great War, and one of any of the badges actually so worn by the boats of such ships, are to be deposited with the Imperial War Museum on loan, the cost of packing and transport, which should be kept as low as possible, being charged against the Museum Authorities. No other badges, etc., are to be sent to the Imperial War Museum. All transactions in connection with the loan of badges, etc., to the Museum are to be dealt with by Chatham Yard, and any badges, etc., sent to the Museum by other yards are to be invoiced to Chatham.

(b) All ships' badges, scrolls and boats' badges, other than those mentioned in (vii) (a) above are to be sent for storage to Chatham Yard, where they are to be taken on Naval store charge at a professional valuation for possible use in other ships of the same name. As there is no certainty, however, that further use will necessarily be found for the articles, the professional valuation at which they are taken on charge should be the value they might be expected to realise if disposed of by sale.

(viii) Badges and scrolls will not be available for sale to private individuals.

*B. Public Reproduction of Badge Designs.*—(i) The Crown copyright of the designs officially approved as the badges of H.M. ships is vested in the Controller of H.M. Stationery Office by Royal Letters Patent. Permission to reproduce the designs is granted to the public on payment of a royalty fee of one shilling in respect of each design reproduced. Each applicant is required to give an acknowledgement that the copyright of the design is held by the Controller of H.M. Stationery Office.

(ii) A photograph of the design, together with information as to colours and motto, is obtainable on payment of 1s. 6d. for each badge.

(iii) Applications should be addressed to:—

The Admiral Superintendent,  
H.M. Dockyard,  
Chatham.

(A.F.O. 2389/35.)

### 3029.—Trial of Contract-made Boots for Royal Marines— REPORT

(V. 3676/35.—12.12.1935.)

With reference to A.F.O. 296/35, paragraph 7, in order to obtain data for comparing the wearing qualities, etc., of boots supplied from the Trade and those manufactured at R.M. Establishments, it has been decided that trials of the latter boots, similar to those referred to in the above-quoted Admiralty Fleet Order, shall be carried out by N.C. officers and men of the Plymouth Division, wherever serving, except recruits whilst at the dépôt, R.M., during the clothing years 1936 and 1937. The ranks concerned will not be permitted to take up compensation in lieu of issues in kind during the period of the trial.

2. In order to enable the trial boots to be readily identified, the year of issues, viz., "1936" or "1937" is to be clearly stamped on the top of the tongue of each boot. Boots of previous issues are not to be worn during these clothing years except in special circumstances, e.g., during repair of trial boots, etc.

3. A detailed record similar to that laid down in paragraph 4, A.F.O. 296/35, is to be maintained in respect of the N.C. officers and men concerned, fresh records being opened for each year.

4. The Commanding Officers of H.M. Ships and Naval Establishments and Commandants of R.M. Establishments under whose command ranks belonging to the Plymouth Division have served during the preceding 12 months, will render to the Adjutant-General, Royal Marines, on 1st May, 1937, and 1st May, 1938, a general report of the wearing qualities of these boots. The detailed record for each man is to be attached to this report.

5. In the event of a N.C. officer or man being discharged to another ship or establishment during the period of the trial, the details in respect of his boots noted on the record mentioned in paragraph 3 are to accompany him.

(A.F.O. 296/35.)

**3030.—Sisal Cordage**

(N.S. /D. 5221/35.—12.12.1935.)

Consideration has been given to the use of tarred sisal cordage, and it has been decided that for the following services the class of sisal cordage indicated is to be used.

*Services for which tarred sisal should be used.*

Boat ropes.	Lower boom guys.
Capstan swiftners.	General purpose tackles.
Jiggers and luffs.	Awning tackles.
Derrick guys.	Ammunition whips and tackles.
Lamp halyards.	Man ropes.
Accommodation ladder tackles.	Spirit-room tackles.
Carley float lashings.	Provision tackles.
Guys to building slip gaffs.	Deck tackles.
Topping lift falls.	Derrick purchases and falls.
Spring tackles.	Shore tackles.
Staging lines.	Gantlines.
Life lines.	Bale slings.
Can hook strops.	Paunch matting.
Springs.	Breast ropes.

*Services for which untarred sisal should be used.*

Coaling-whip outhauls.	Dressing-line whips (tailing).
Nose and tail lines for torpedoes.	Awning lacing.
Awning earrings.	Coaling-whip downhauls.
Compressor falls.	Burton falls.
Lacings for canvas.	
Fixtures, small awnings, blast screens, windsails, boats' covers, canopies, tarpaulins, etc.	

*Services for which sisal (tarred or untarred) should be used.*

Guest warps.	Buoy ropes.
Creeper lines.	Hook ropes.
Collision mat lines.	Side screen gear.
Sounding-boom gear.	Dressing-line downhauls.
Transporting hawsers.	Heaving lines.

No stocks of New Zealand cordage are at present available, but the instructions in A.F.O. 325/34 as to the use of this cordage as an alternative to sisal are not modified by the foregoing.

(A.F.Os. 325/34, and 765/36.)

## 1936

233. }  
430. } *Issued Confidentially.*

### 562.—Towage Assistance for H.M. Ships and Vessels in Terneuzen-Ghent Canal

(C.P. 4076/36.—5.3.1936.)

The contract with Messrs. C. W. Kellock & Co., Ltd., the London Agents of the Union de Remorquage et de Sauvetage (Société Co-opérative) of Antwerp, for the provision of towage assistance to H.M. ships and vessels in the Terneuzen-Ghent Canal, will expire on 6th May, 1936, and will not be renewed at present.

As long notice as possible of any proposed transit of the canal by H.M. ships or R.F.A.s should be given to the Admiralty, so that the renewal of the contract may be considered.

### 706.—Supply of Aldis Lantern to Fleet Attendants

(N.S. Fuel 5457/35.—19.3.1936.)

Royal Fleet Auxiliaries on Fleet attendance, except 1,000-ton oilers manned by yard craft personnel, may be supplied with an Aldis lantern, provided that the existing visual signalling facilities have been proved by actual experience to be inadequate to meet Fleet requirements.

2. Details of such issues should be reported by the Naval Store Officer, together with particulars of the circumstances justifying the supply.

3. This Order does not apply to freighting oilers.

### 984.—Electric Torches for Diving Purposes, in lieu of Diving Lamps, Pattern 899—REPORTS

*H.M. Ships only*

(N.S. 14673/35.—23.4.1936.)

It has been decided to supply one switchless torch, Pattern 4456 (Subhead F, Item 2B), as a general issue to each of H.M. ships where a diver is borne, in lieu of the present diving lamp, Pattern 899, which is considered to be unsuitable for this service.

2. One hundred and ten torches, Pattern 4456, have accordingly been purchased for delivery at Chatham during the current financial year, and, when available, will be distributed from that Yard on receipt of demands from ships concerned.

3. On receipt of the torch, Pattern 4456, on board, the diving lamp, Pattern 899, should be returned to store at the first convenient opportunity. The latter should be taken on sale charge, and the quantities returned to date reported by Yards at Home and Abroad in 12 months' time, *but not disposed of, pending Admiralty approval*. An agreed sale value for the diving lamp, Pattern 899, should be arrived at by Chatham Yard officers, and communicated to Home Yards and Yards Abroad, as necessary. Yards Abroad should decide eventually whether to deal with the diving lamps at either—

(a) the sale value assigned by Chatham, for conveyance home at that value for disposal, or

(b) local sale value ;

whichever would be the more advantageous course to the Crown, after taking into account the cost of handling, packing and freight.

4. It should be noted that Pattern 4456 is actually a special torch case, which takes the standard bulb, Pattern 56A, and battery, Pattern 55 (*see Authorised List of Naval Stores, page 1050, line 11*).

5. The Sea Store Establishments concerned will be amended by Errata in due course.



**1106.—Cutters, Tube (R.A.F. Pattern)—Allowance**

*Aircraft Carriers and other Ships carrying Aircraft, and Destroyers attending on Aircraft Carriers*

(N.S. 10466/35.—7.5.1936.)

Cutters, tube (R.A.F. pattern), are to be allowed in lieu of cutters, wire, large (or croppers, bolt, 14-in.), as part of the equipment of tools to be carried in "Crash" boats for use when succouring aircraft. The supply of these articles is chargeable to Navy Votes and will be made on the following basis:—

*Allowance per ship—*

	<i>Aircraft Carriers.</i>	<i>Other Ships carrying Aircraft.</i>	<i>Destroyers attending on Aircraft Carriers.</i>
Cutters, tube (R.A.F. stores, Ref. No. 21 F/339) ... ..	2	1	1
Blades for, spare (R.A.F. stores, Ref. No. 21 F/340) ... ..	2	1	1

2. Demands from ships concerned (except those referred to in paragraph 3) should be forwarded to their storing yards accordingly. The cutters, wire, large (R.A.F. stores, Ref. No. 1 A/545), or croppers, bolt, 14-in. (R.A.F. stores, Ref. No. 1 A/3741), previously allowed to these ships for the "Crash" boat equipment, should be returned to store. Croppers, bolt, 36-in., are to be retained.

3. According to office records, the following ships have already been supplied with cutters, tube:—

"Furious," "Exeter," "York," and "Dorsetshire."

4. Purchase of 47 cutters and spare blades has been arranged with the Air Ministry for delivery as follows:—

Chatham ... ..	29 of each.
Portsmouth ... ..	10 " "
Devonport ... ..	8 " "

The stores should be dealt with under Subhead B, Item 11, Part D.

5. The Sea Store Establishments concerned will be amended in due course.

6. The extension of supply of these cutters to fleet flotilla leaders and destroyers will be considered in connection with the Estimates for 1937.

7. The following extracts from Air Ministry Order No. N.291/34, which dealt with the introduction of the cutters for R.A.F. use are promulgated for information and guidance:—

"To facilitate the rescue from crashed aircraft, cutters, tube, complete (Stores Ref. 21 F/339), designed for cutting metal structural members have been introduced.

In order that the cutter shall be kept in the best possible condition for its primary function, it is essential that its use shall be definitely restricted to the purpose for which it has been designed. It will not cut bolts, bars, streamline wires, or stranded cable, for which purposes croppers, bolt, are to be used.

A handbook of instructions for the use and maintenance of the cutters will be provided with each one issued, and personnel are to be given practical instruction in accordance with the details laid down in the handbook, in order that they may become familiar with the operation of the tool."

## 1205.—Fleet Air Arm Aircraft Badges and Mottoes

(M.F. 20048/35.—14.5.1936.)

All aircraft in a carrier-borne squadron will wear the distinguishing badge allocated to that squadron.

2. All other ship-borne aircraft will wear the badge of the ship to which they are attached.

3. A sketch (in colours) of the suggested design for a carrier-borne squadron is to be forwarded by the squadron concerned to the Secretary, Ships' Badges Committee, Admiralty, S.W.1, explanatory reasons for the adoption of the particular design being stated. The battleship frame as shown on A.F.O. Diagram 49/36, will be standard for all types of carrier-borne aircraft, but the proportions of the whole design may be enlarged, or reduced, to suit the area available on the fin. The addition of a scroll and motto underneath is optional.

4. After consultation with the Air Ministry Inspector of Badges (to prevent duplication or undue similarity in design), the proposed design will be submitted to the Ships' Badges Committee for approval.

5. The squadron will be supplied, without charge, with a copy of the approved design from which no departure is to be made without Admiralty authority.

6. The squadron concerned will be responsible for the cutting of the requisite stencils for the approved design which is to be worn on both sides of the fin, and in no other position.

7. Only gold leaf and the special dopes provided for use on aircraft are to be employed. On no account is paint to be used.

8. The Crown copyright of the designs officially approved as badges of Fleet Air Arm Squadrons is vested in the Controller of H.M. Stationery Office by Royal Letters Patent. Permission to reproduce the designs is granted to the public on payment of one shilling (royalty fee) in respect of each design reproduced. Each applicant is required to give an acknowledgment that the copyright of the design is held by the Controller of H.M. Stationery Office. A photograph of a design, together with information as to colours and motto, is also obtainable on payment of 1s. 6d. for each badge. Applications should be addressed to :—

The Secretary,

Ships' Badges Committee,

Admiralty, S.W.1.

(*Air Ministry Order A.14/36.*)

## 1783.—Ward Room Attendants' Clothing for Airmen Batmen in H.M. Ships

(V. 1098/36.—16.7.1936.)

Royal Marine Pattern Ward Room Attendants' clothing required for gratuitous issue to R.A.F. men employed as ward room attendants in aircraft carriers is to be supplied on requisition by the proper R.A.F. Officer by the Accountant Officer who is to demand the articles from the Royal Marine Division in the usual way if they cannot be supplied from the stock on board.

2. A claim for the value of the supplies will be raised in office against the Air Ministry on the examination of the ship's clothing account. For this purpose a nominal list of the men concerned, showing the items supplied to each and bearing the countersignature of the R.A.F. Stores Officer, should be forwarded as a supporting voucher to the account.

## 1785.—Cup and "U" Leathers, etc.—Local Purchase

(N.S. 2335/36.—16.7.1936.)

Attention is drawn to the fact that leathers for steering and helm indicator gear telemotors, refrigerating and cooling machinery, catapults, aircraft lifts, and other similar services, should be obtained from the makers of the machinery or installation.

2. Demands for these items in future are to indicate the makers of the plant from whom the leathers are to be obtained.

3. Leathers for hydraulic gun machinery should be made on board as far as possible. Any local purchases found necessary should be confined to Messrs. Vickers-Armstrong, Ltd.

### 2026.—Fresh Water at Lowestoft

(C.P. 21509/36.—13.8.1936.)

The existing contract for the supply of fresh water to H.M. ships and vessels at Lowestoft with Mr. R. Bunn will terminate on 31st August, 1936.

2. A new contract has been arranged as from 1st September, 1936, with the London and North Eastern Railway (The Harbourmaster), Lowestoft, at the following rates :—

- (1) From hydrants ashore to H.M. ships alongside quay, 2s. per ton of 224 gallons.
- (2) From tank vessel to H.M. ships in harbour, 3s. per ton of 224 gallons.

### 2138.—King's Colour—Upkeep and Repair

(N.S. 7061/36.—27.8.1936.)

Consideration has been given to the question of the upkeep and repair of the King's Colour, and it has been approved to adopt the following policy, viz. :—

- (a) Articles pertaining to the Colour itself (the silk cord, tassels, etc., the belt, buckles, etc., the stave and Colour Staff mount, and the leather case) should be maintained in first-class condition.
- (b) As the life and state of the silk ensign itself must necessarily depend on climatic and other conditions, a reasonable amount of deterioration must be accepted before the ensign is renewed, and taking the life of a regimental Colour as a guide, a life of 15 to 20 years may be expected. Such resources as are available on each station should be employed to maintain the Colour, and the articles pertaining to it, in a condition fit for parade.
- (c) The approximate total value of the articles referred to is £50, of which £13 10s. is the value of the silk ensign, and £23 10s. the value of the Colour Staff mount. Apart from the natural desire to preserve the Colour from decay or damage, every attention should be directed to ensure that deterioration of articles of such intrinsic value is reduced as much as possible.

### 2383.—Furniture, Upholstered—Use of Calico for Covering

(N.S. 8650/36.—24.9.1936.)

Future supplies of upholstered furniture to officers' cabins of sea-going ships at home or abroad which are permanently allowed cretonne overcases may, at the option of the officers concerned, be calico-covered instead of hide-covered.

2. Demands for any calico or calico-covered furniture that may be required in consequence of this decision should be forwarded by dockyards in due course.

**2435.—Electric Cable supplied to H.M.S. "Kilmun"**

(N.S. 5129/36.—1.10.1936.)

The following instructions regarding electric cable supplied to H.M.S. "Kilmun" are promulgated for information and guidance of all concerned:—

*Cable laid by H.M.S. "Kilmun" when the Vessel is working under the direction of, or in association with, the Dockyard Officers.*

This cable is to be charged direct to the specific service for which the material is laid, and S.134D Supply Vouchers (endorsed with full particulars of the service) sent to the Accountant Officer of the ship or service concerned. Cable should then be issued off charge as expended.

*Cable and kindred Stores drawn otherwise than under the direction of Dockyard Officers.*

(A) To be charged to 89.D.5 Submarine Cables, etc., as Maintenance Stores in the first instance and Supply Vouchers sent to "Kilmun" for the material to be taken on charge in the vessel's store account.

(B) When the cable is laid Vouchers S.549 (endorsed with particulars of the service) are to be prepared by "Kilmun" in quadruplicate and receipt obtained from the ship or establishment for which the cable has been laid. Vouchers S.549 are to be posted in the "Kilmun's" account under the heading "Supplies to other ships" and the several copies disposed of as follows:—

*Original* retained to support "Kilmun's" store account.

*Duplicate* sent to ship or establishment for which the cable has been laid. Cable to be taken on charge from this voucher and issued off charge as expended on the service quoted on the voucher.

*Triplicate* sent to the Expense Accounts Officer, H.M. Dockyard, Portsmouth, at the end of the quarter, for necessary adjustment of Expense Accounts.

*Quadruplicate* sent to Admiralty (N.S.) at the end of the quarter.

(C) Cable expended by "Kilmun" for maintenance of the vessel is to be recorded in the store account as "Ship's Expenditure."

**2769.—Fleet Air Arm—Photographic Equipment—Policy—REPORTS**

(N.S. 10705/36.—12.11.1936.)

The following revised allowances of cameras and camera fittings for the Fleet Air Arm have been approved:—

Per aircraft carrier	Cameras	...	4 F.24 plus 50 per cent. reserve. 1 P.18 plus 1 reserve (when aircraft equipment includes Osprey).
	Fittings	...	4 sets per type of aircraft suitable for vertical photography. Where only one type of aircraft is embarked, fittings will be provided for reserve cameras also.
Per catapult ship equipped with one or more aircraft.	Cameras	...	1 F.24 plus 1 reserve; or 1 P.18 plus 1 reserve.
	Fittings	...	1 per I.E. and reserve F.24. Where different types of aircraft are embarked, installation fittings will be supplied to permit of F.24 camera being fitted into each type of aircraft.

2. It will be noted that the allowances provide for reserve cameras for the Fleet Air Arm to be held on board ship.

3. The fittings referred to in the above statement comprise the undermentioned removable items required to operate the F.24 camera :—

- (a) Motor.
- (b) Mechanical control.
- (c) Electrical leads.
- (d) Mountings for—
  - (i) Vertical and
  - (ii) Oblique (hand held) photography.

4. The P.14 and P.18 types of cameras, which are at present supplied to most catapult ships, are obsolete. They will be replaced by cameras, type F.24, except in ships equipped with Osprey aircraft, for which type of aircraft the F.24 is unsuitable. When Osprey aircraft are replaced in these ships cameras, type F.24, should be demanded to replace the cameras, type P.14 or P.18.

5. In the older catapult ships and in all small cruisers it is the intention that the type F.24 cameras shall be generally used for hand-held oblique photography only. Fully equipped dark rooms will not be fitted in these ships, each ship making its own arrangements for developing and printing as hitherto.

6. In large new construction cruisers, *e.g.*, "Southampton" class, and in certain re-constructed ships, *e.g.*, H.M. Ships "Repulse" and "Cumberland," more extensively equipped dark rooms are being or have been fitted. The additional photographic equipment necessary for vertical air photography will be supplied to these ships when aircraft capable of mounting a vertical camera are carried.

7. In order to ensure that the maximum number of P.18 cameras may be available for re-issue, it is essential that the cameras of this type should be returned immediately after the re-equipment with F.24 cameras has been effected.

8. A report on the suitability of the new allowances should be rendered by the ships concerned, through the usual Administrative Authorities, after a year's experience has been gained.

9. The items of equipment referred to in this Order are Air Ministry stores and should be accounted for in accordance with A.F.O. 768/36 promulgated in substitution of Appendix X to B.R. 4 (Instructions relating to Supply of Naval Stores to H.M. Ships, etc.).

## 2771.—Officers' and Men's Luggage—Conveyance at Torquay

(C.P. 32807/36.—12.11.1936.)

A contract has been renewed with C. J. Dimond & Son, Victoria Road, Torquay, for the conveyance of officers' and men's luggage between Torquay pier and the railway station and vice versa, at the following rates:—

					<i>s. d.</i>
Officers' trunks	...	...	...	...	1 0 each.
„ suitcases	...	...	...	...	3 „
Tool chests	...	...	...	...	1 0 „
Ratings' bags	...	...	...	...	6 „
„ hammocks	...	...	...	...	3 „
„ suitcases	...	...	...	...	3 „

When the number of packages conveyed is more than 20 of any description, those of that description in excess of 20 shall be charged at half-price.

2. The contractor will be held responsible for the prompt delivery and safe custody of the goods entrusted to him for conveyance.

3. Claims for payment will be forwarded by the firm on each occasion to the Accountant Officers of H.M. ships concerned, but when baggage of men belonging to various ships is conveyed as one consignment it will be necessary to ensure that any benefit of the lower rates for large quantities is secured.

4. The contract became operative as from 28th October, 1936, and will continue until further notice.

### **2861.—Stores for Instructional Purposes—Issued from Dockyard Sale Charge**

(N.S. 11205/36.—26.11.1936.)

Supplies of old canvas, hemp, cordage and steel wire rope may be made to H.M. ships of the Home Fleet for instructional purposes, and demands for such materials should be forwarded to the respective storing yards, quoting this Admiralty Fleet Order as the authority.

2. These materials should be supplied at sale values, *i.e.*, without enhancement.

3. To enable the cost of such supplies to be debited to the valuation allowance of H.M. ships on issue from central store, the sale prices should be obtained from the Expense Accounts Officer.

### **3059.—Condemnations of Provisions Purchased from N.A.A.F.I. for General Messing**

(V. 3882/36.—17.12.1936.)

When provisions which have been purchased from the N.A.A.F.I. for general messing become unserviceable, a report of survey is to be made on Form S.330, following the same procedure as for other provisions, and copies are to be sent without delay to the Director of Victualling, Admiralty, and to the local N.A.A.F.I. Area Manager. The markings on the cases should be noted on the form.

2. Full information should be given as to the circumstances in which the provisions became unserviceable and whether it is considered that the value should be recovered from the N.A.A.F.I.

3. The Canteen Manager should be informed when provisions purchased from N.A.A.F.I. are to be surveyed and he, or preferably a senior N.A.A.F.I. official when available, should be afforded an opportunity for inspecting the stores.

4. The condemned stores may be written off charge in the Provision Account and credit for their value claimed in the Abstract of General Mess expenditure.

5. Any necessary action for recovery of the cost from the N.A.A.F.I. will be taken at the Admiralty.

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## Section 5.—BOOKS, FORMS, RETURNS, CORRESPONDENCE

## 1923

## 2590.—Note Books

*Battleships, Battle Cruisers and Cruisers.*

(Sta. 6671/23.—28.9.1923.)

Arrangements have been made with H.M. Stationery Office to print, on repayment terms, note books containing particulars of the ship, posters of regulations, sentry's and other special orders, etc., which may be considered necessary for Battleships, Battle Cruisers and Cruisers, on a ship being commissioned, or in anticipation of commissioning, for circulation to different departments at the discretion of the Commanding Officer. The cost will be assessed on Stationery Office contract rates, and charges will consequently be less than would otherwise be the case.

Note Books produced by Ships' Officers for printing may contain extracts from books issued "For Official Use Only" (O.U. series), but on no account is confidential information to be included, and the use of the printed note books should be restricted to H.M. Service.

When such note books are required to be printed application should be made direct to the Controller, H.M. Stationery Office, Prince's Street, Westminster, London, S.W.1, quoting that Department's Letter of 11th October, 1919, to Admiralty, L.3705/19, the application being accompanied by the Commanding Officer's certificate that the printing is essential for the ship. The cost will not be chargeable to Public Funds, and H.M. Stationery Office will claim on the Commanding Officer.

As far as possible "copy" for printing should be typewritten, but in any case clearness of "copy" is essential to avoid errors.

## 1925

**61.—Text Books—Supply to H.M. Fleet for Issue on Repayment—REPORT**

(Sta. 6257/24.—2.1.1925.)

For the purpose of pursuing private study, a Naval Rating or marine may, if he wishes, obtain an educational text book from the Admiralty provided it is allowed for school use in H.M. Ships. These educational books will be issued only on repayment.

2. No stock of books will be kept in H.M. Ships for this purpose, and any required must be demanded specially. The demands are to be sent to the Admiralty (K.S.P.), and *not* to the Superintendent, R.N. Store Office, Royal Victoria Yard.

3. Arrangements are to be made for all requests for these books to be incorporated in one demand instead of being separately demanded for each man. Casual demands may be forwarded when men are drafted to relieve others during a commission.

4. If a man requiring a text book has been transferred to another Ship or Shore Establishment before he has received his book, particulars of such transfer should at once be reported to the Admiralty (K.S.P.) by the Accountant Officer demanding the book, to enable the supply to be diverted as necessary.

5. The charges to be recovered from each rating for books of this character will be inserted on the advice notes, and, when recovered, these sums are to be debited in the Ship's Cash Account as received on H.M. Stationery Office Account.

## 1927

## 510.—S.519, Junior Officers' Journals—Demands for Re-binding

(Sta. 7030/26.—25.2.1927.)

Demands for the re-binding of S.519, Junior Officers' Journals, will in future be carried out to the two following patterns only, at the charges quoted:—

	s.	d.
$\frac{1}{2}$ buff buckram (i.e., original pattern of book) ... ..	9	6
Stout blue roan, with cloth sides ... ..	17	0

2. Demands for re-binding should be forwarded through the Accountant Officer of the ship or establishment, on Form D.2c, and, if necessary, should indicate the address to which the re-bound volume is to be sent.

3. The appropriate sum as quoted above should be charged on the despatch of the volume, and brought to account as a credit to the vote of H.M. Stationery Office.

4. Midshipmen will be allowed to have their journals re-bound in  $\frac{1}{2}$  buff buckram only. Officers, after completion of service as midshipmen, will be allowed the alternative of the more expensive binding.

5. Re-binding must on no account be carried out otherwise than in accordance with the above procedure.

## 1928

## 422.—Office Machinery—Annual Census—REPORT

*All Ships, Fleet and other Naval Shore Establishments, Warship Production Superintendents and all Overseers.*

(Sta. 6939/27.—17.2.1928.)

In order that a complete record of all typewriters, duplicators and other office machinery in the Fleet and in shore establishments may be maintained, reports are to be forwarded annually giving particulars of these machines in use or on charge on 1st January of each year. These reports, which are to be forwarded to the Secretary of the Admiralty (Stationery Branch) as soon as possible after 1st January, are to give the following information:—

- (i) Name of ship, establishment, office or department.
- (ii) Makers' names and full description, size, etc., of all typewriters, and also of all duplicators and other office machinery as detailed in paragraph 4 of this Order. The factory number of each machine is to be shown.
- (iii) Statement showing whether the machines are in full use and whether by centralising typing work or by re-allocating the typewriters, etc., any of the machines can be surrendered.

*Note (a).*—Where the number of typewriters is not fixed by Establishment, the retention of a typewriter is not justified unless it can be employed for a minimum period of 4 hours per diem.

*(b)* Before any machine is included in the reports, both its existence and factory number must be verified by actual inspection. Reports must not be compiled from existing records.

*(c)* If a factory number is prefixed by index letters, the index letters as well as the number should be quoted.



2. The reports are also to include similar information for machines which may have been removed from charge in the accounts or have been sent for repair and not returned during the whole of the preceding year for subsequent annual returns. The reason for the removal and destination are to be shown against each machine. These machines are to be shown separately in the reports.

3. Reports from dockyards and large establishments are to show the allocation of each machine.

4. These reports are to give particulars of the machines as indicated in the following list, a "nil" return being furnished when not any of these articles are on charge or in use :—

Press copying machines. (Roneo, etc.).

Duplicators. (State make, size, and whether flat or rotary.)

Motabradors. (Envelope openers.)

Envelope-closing and franking machines.

Note-folding machines.

Multi-post stamp affixers.

Electric photo copiers.

Photostats.

True-to-scale tables.

Gammeters.

Roneotype machines.

Dictaphones.

Roneophones.

Linotypes.

Printing presses. (In addition to factory number state size, and whether hand or power driven.)

Litho presses and machines. (In addition to factory number state size, and whether hand or power driven.)

Wire stitching machines.

Guillotines. (In addition to factory number, state length of knife.)

Addressograph machines.

Calculating machines. } (State if hand-worked or electrically driven.)

Adding machines.

5. If the position of the factory number on any type of machine is not known, application for this information should be made to the Secretary of the Admiralty (Stationery Branch.)

6. All typewriters, etc., surplus to requirements are to be returned to the Superintendent, R.N. Store Depot, Royal Victoria Yard, Deptford, London, S.E.8, by Ships in Home Waters and Naval Establishments at Home and Abroad, and through the Naval Store Officer of the nearest Dockyard by Ships Abroad.

7. Reports are to be forwarded through the respective Senior Officers and Superintendents.

8. On previous occasions, various small detached services failed to supply the information. It is desired that Commanders-in-Chief and Senior Officers will bring this Order specially to the notice of any detached services under their command.

## 1931

**1889.—Correspondence on Air matters from and to the Fleet**

(M. 3299/31.—31.7.1931.)

*(This reprint embodies A.F.Os. 1719/35 and 1406/36.)*

The following instructions for the despatch of official communications from and to the Fleet on matters connected with the Fleet Air Arm are issued for general guidance.

2. All correspondence on questions of policy emanating from H.M. ships or Flag Officers must be forwarded through the normal Naval channels to the Admiralty. Decisions on matters so submitted will be communicated in the same way.

3. Correspondence on details of administration or local arrangements not affecting policy, or on which policy has already been determined, including correspondence concerning R.A.F. personnel afloat, may pass direct between the Air Officer Commanding-in-Chief, Coastal Command (or the appropriate local Royal Air Force Authority abroad), and the Commander-in-Chief or Rear-Admiral, Aircraft Carriers, or the Commanding Officer of H.M. ship concerned, subject in the last instance to any directions which the Commander-in-Chief may wish to issue. Care is to be taken to ensure that the lines of policy laid down are in no way infringed. On stations where there is no local R.A.F. authority, the appropriate authority is the Air Officer Commanding-in-Chief, Coastal Command.

4. It is not intended to hinder the free interchange of ideas on any matters affecting the Fleet Air Arm, including policy, between the Commander-in-Chief and the Air Officer Commanding-in-Chief, Coastal Command (or the appropriate local Royal Air Force Authority abroad) in so far as the discussions relating to policy are in the nature of advice given and received, and subject to any proposal arising therefrom being submitted to higher authority only through the proper channels. When such submissions are made, it is to be stated whether preliminary discussions, as indicated, have taken place.

5. Any question involving policy affecting the Fleet Air Arm from the purely Royal Air Force standpoint, which the Air Officer Commanding-in-Chief, Coastal Command, or the appropriate Royal Air Force Authority abroad, may desire to raise with higher authority will be addressed direct to the Air Ministry, by whom the matter would be referred to the Admiralty if and as considered desirable.

6. All official correspondence and communications between officers of the Royal Air Force serving in H.M. ships and Royal Air Force authorities on shore or elsewhere are to be conducted through the Commanding Officer of the ship, in accordance with the procedure laid down in King's Regulations and Admiralty Instructions, Articles 875 and 879 (d). Similarly, correspondence in the reverse direction will be addressed to the Commanding Officer of the ship concerned. Direct correspondence is, however, permitted between Fleet Air Arm Squadrons afloat and the Officer in Charge of Records on purely routine personnel matters.

7. Any question involving Naval air policy forwarded from a unit of the Fleet Air Arm, temporarily disembarked and serving on shore, is to be addressed to the Senior Royal Air Force Officer under whom the unit is serving for transmission to the Commanding Officer of the Aircraft Carrier concerned, whence it will follow the usual Naval channels to the Admiralty.

8. Specific authority may be given for reports on certain subjects to be sent direct to the Air Ministry, *e.g.*, the reports concerning flying accidents, etc. Unless special authority is given in this manner, communications from the Fleet are not to be sent direct to the Air Ministry, but are to follow the channels referred to in the preceding paragraphs.

## 1933

## 412.—Admiralty Long Distance Telephone System and Phonograms

(M. 373/26.)

## Part I.—Admiralty Long Distance Telephone System

The long distance Naval telephone lines terminating in London are concentrated in the Admiralty Trunk Exchange (A.T.X.), and the other ends of these lines terminate at the Naval Trunk Exchanges (N.X.) at Chatham, Sheerness, Portsmouth, and Plymouth. All these N.Xs. are connected by direct lines to the A.T.X.

2. The long distance telephone system is used for general Naval and dockyard messages, and also for communication with certain military authorities and R.A.F. stations in the vicinity of the home ports (*see also* para. 12).

3. It is to be used for Service purposes only, and private conversations are not allowed.

4. The general working of the system is controlled by the Admiralty, but each Naval Trunk Exchange is under the orders of the Senior Officer for local working.

5. *Hours of Attendance.*—The normal hours of attendance at the A.T.X. and for the long distance telephone system are from 0800 to 1830 on every week-day. They are closed on Sundays, Christmas Day, Good Friday and on Bank Holidays, unless orders to the contrary are promulgated, details being found in Admiralty Fleet Orders. (*See* A.F.O. 1748/34.)

When the A.T.X. is closed, the Resident Clerk and Duty Commander at the Admiralty may, in case of urgency, be communicated with by telephone *via* the Post Office Trunk telephone system. The caller should ask for (Whitehall 2815) "Admiralty Resident Clerk," or (Whitehall 9000), "Admiralty Duty Commander."

6. The A.T.X. will be kept continuously open during times of emergency, or when it is considered that continuous direct telephonic communication between the Admiralty and the home ports is necessary.

7. *Conversation.*—The lines are worked on the trunk lines system. When making a call, the caller will ring up the local exchange and will tell the operator the name, telephone number and department or establishment of the person to whom he wishes to speak. The operator will obtain the connection, if the trunk line required is available, or, if a line is not available, particulars will be noted and the caller will then ring off, after giving his own name and number, and will be called later. When the A.T.X. is required "Admiralty Trunks" should be asked for.

8. The operators keep a list of all calls which have been deferred, with the times at which they were asked for, and calls are connected in the order of the times recorded against them, calls in both directions being treated equally.

9. Conversations should be as short as possible. When a large number of calls is waiting on a line, conversations will normally be limited to three minutes from the time they begin, but may be extended if specially asked for, at the discretion of the Officer-in-Charge of the Exchange.

10. A call, which has been asked for and found subsequently not to be required, should be cancelled by informing the exchange operator, otherwise time on the long distance lines is wasted.

11. Calls may be made between the home ports *via* the A.T.X., but should circumstances, such as the bad state of the lines, render communication difficult it may be necessary to stop such calls.

12. Communications on Service matters *via* the Admiralty long distance telephone system is also possible between subscribers connected with the local Post Office Exchanges in London and the home ports. This system cannot be employed where the connection would involve a toll or trunk call on Post Office lines.

13. Except where otherwise stated, the rules given above apply only to Naval telephone lines and not to ordinary Post Office lines, on which different arrangements for working are in use.

14. The telephones are not to be used when a postagram or a letter will suffice, but are to be reserved for messages of an urgent nature or when actual conversation is necessary. Also, as no telephone line, even if direct or private, is entirely free from overhearing, the telephone is never to be used to discuss matters of a secret or confidential nature, unless the conversation is so worded that no information would be disclosed to a third party who might overhear the conversation. This also applies to Wireless Telephony. (*See para. 25.*)

15. It is essential for the satisfactory working of the lines that the foregoing rules should be strictly adhered to, and that no unnecessary conversations take place. In order to ensure this, arrangements exist whereby the Naval Officer-in-Charge of the A.T.X. can listen to any conversation over the lines. If he should hear matters of a secret or confidential nature being discussed or conversations on non-Service matters or on Service matters which are obviously not urgent and which could be dealt with by letter, the call will be summarily terminated and an explanation asked for.

16. *Naval Trunk Exchanges and Provincial Authorities connected to them.*

(a) *Chatham N.X.*—All Naval, Marine and Dockyard Authorities and establishments in the vicinity; Lodge Hill, R.N. Armament Depôt; Chatham Garrison.

(b) *Portsmouth N.X.*—All Naval, Marine and Dockyard Authorities and establishments in the vicinity; Priddy's Hard, R.N. Armament Depôt; Rear-Admiral (S); Lee-on-Solent, R.A.F. Headquarters, Coastal Command; Stokes Bay Experimental Station.

(c) *Plymouth N.X.*—All Naval, Marine and Dockyard Authorities and establishments in the vicinity of Plymouth and Devonport, R.A.F. Station, Mount Batten, Devonport Military Central Exchange.

(d) *Sheerness N.X.*—All Naval and Dockyard Authorities and establishments in the vicinity; R.A.F. Air Armament School, Eastchurch.

17. *Phonogram Rooms.*—The A.T.X. and N.Xs. being merely telephone switchboards, no message can be taken down in writing at these exchanges. Consequently, connected with the A.T.X. and each of the N.Xs. is a Phonogram Room where phonograms are written down and recorded.

## Part II.—Phonograms (P/N)

18. *Use of Phonograms.*—Messages should be sent as phonograms on all possible occasions when this method is cheaper than the telegraph, and when a letter or postagram will not suffice. (*See para. 14.*)

19. When the Admiralty Trunk Exchange (A.T.X.) is open, the Admiralty long distance telephone system is used as an alternative to W/T or inland telegraph for sending messages between the Admiralty and the home ports, *i.e.*, Portsmouth, Plymouth, Chatham, and Sheerness (*see para. 1*), and also between home ports.

Experience has shown that messages between Naval establishments can be sent as accurately by telephone as by telegraph, and in most cases phonograms will be delivered more expeditiously than telegrams.

20. Messages between home ports will be accepted by the Admiralty Phonogram Room as phonograms and re-transmitted via the A.T.X. and a Naval Trunk Exchange (N.X.) to the Phonogram Room at the place of destination.

21. When the A.T.X. is open, phonograms may also be sent *via* the Phonogram Rooms and the long distance Naval telephone lines between any Naval Authorities who are connected to a telephone system. The phonogram is to be passed *via* the N.X. (Phonogram Room) nearest the sender. When economy is effected thereby, the Admiralty long distance telephone system will be utilised to pass the message *via* the Admiralty Phonogram Room to any other Phonogram Room which may be nearer the addressee, this Phonogram Room in turn taking down the message and forwarding it to the addressee *via* the Post Office telephone system.

22. *Phonograms to the Admiralty, etc.*—Phonograms can be sent *via* the Admiralty Phonogram Room to all departments of the Admiralty, Admiral Commanding Reserves, Deptford (R.N. Store Depôt and Victualling Yard), and Greenwich College.

When it is necessary to send a message to the Admiralty during the hours that the Trunk Exchange is closed, it should be sent by telegram. Only messages bearing the indication "Immediate," or an indication of a higher relative degree of priority in accordance with the instructions contained in General Signalling Instructions, will be dealt with immediately on receipt at the Admiralty during these hours (*see also* para. 5).

23. *Phonograms to the Air Ministry.*—Phonograms are also accepted by the Admiralty Phonogram Room for the Air Ministry.

24. *Phonograms to Firms.*—Phonograms, instead of telegrams, should be sent by Naval Authorities to firms which are connected to the Post Office telephone system in the vicinity of the A.T.X. or any N.X., the phonograms being transmitted by the local Phonogram Room to the addressee by telephone. In this connection it is observed that the expense of the local telephone call is only one penny. Phonograms sent to private firms are in all cases to be confirmed in writing by the originator of the message.

25. *Secret and Confidential Messages.*—Messages in code or cypher may be sent as phonograms, but no secret or confidential message is to be telephoned in plain language.

26. *Procedure.*—Phonograms are telephoned between the Phonogram Rooms of the A.T.X. and the N.Xs., where they are written down on receipt. They are not telephoned direct from the Admiralty Phonogram Room to addressees at the home ports, nor direct from the Phonogram Rooms at the home ports to addressees at the Admiralty. Phonograms will usually be delivered to the addressee from the Phonogram Room at a Naval port by telephone, a written copy being forwarded in confirmation if required by the addressee, but, when more convenient, written copies may be sent without telephoning the phonogram. Phonograms received at the Admiralty are circulated in the same way as other messages.

27. Messages originating at a home port for despatch as phonograms should normally be sent in writing to the local Phonogram Room, but when of an immediate nature they may be telephoned to the local Phonogram Room.

28. Phonograms are treated in all respects as L/T messages, *i.e.*, entered in the Cypher or Signal Log (and L/T Log, if kept) and circulated as L/T messages.

29. Particulars of all phonograms are recorded in the Phonogram Rooms and copies are kept for reference.

30. All phonograms are to be repeated back after the whole of the message has been written down.

31. The names of the operators who actually pass and receive a phonogram are to be noted on the forms used, together with the time of receipt.

32. *Originators' Numbers.*—Phonograms bear originators' numbers in the same series as all other messages, except postagrams.

(A.F.O. 1748/34.)

(Also issued as A.F.O. S.25/33.)

**\*630.—Postal Regulations applicable to H.M. Naval Service**

(M. 316/33.—10.3.1933.)

*H.M. Ships in Home Waters.*

(i) The ordinary inland rates of postage and general postal regulations apply to all kinds of packets despatched to and from H.M. Ships in Home Waters.

(ii) Official letters sent through the post offices of Great Britain, Northern Ireland or the Irish Free State to the Admiralty or to any Government Department in London, Edinburgh, Belfast, or Dublin, need not be prepaid. This regulation does not, however, apply to parcels which must be prepaid at the inland parcel rate.

Separate Naval Establishments, such as the Royal Victoria Yard, Deptford, are not treated by the General Post Office as Government Offices in London, and correspondence for them must be prepaid.

(iii) Postal packets should normally be addressed to the port at which a ship is lying, but the indefinite form of address, "H.M.S. ...., in Home Waters, c/o G.P.O.," may be used when the ship's position is not known with certainty.

(iv) The correct postal address for H.M. Ships at Port Edgar is South Queensferry, West Lothian. This address is also used by H.M. Ships when lying in the stream at Rosyth.

*2. H.M. Ships in Foreign Waters.*

(i) Letters, Post Cards, Newspapers, and printed papers should be addressed "H.M.S. ...., in Foreign Waters, c/o G.P.O., London," and prepaid at the rates applicable to British possessions. These rates are also payable in English postage stamps on letters, etc., for Great Britain, included in the closed mails made up on board H.M. Ships in foreign waters. Official letters sent to the Admiralty or to any Government Department in London, Edinburgh, Belfast or Dublin, in a closed mail need not be prepaid.

(ii) Parcels should be addressed as for letters, *see* paragraph 2 (i), and prepaid at the following rates of postage irrespective of the ship's location:—

	<i>s.</i>	<i>d.</i>
Not exceeding 3 lb. ... ..	1	3
Exceeding 3 lb. but under 7 lb. ... ..	2	6
Exceeding 7 lb. but under 11 lb. ... ..	3	3
Exceeding 11 lb. but under 22 lb. ... ..	6	0

Customs Declaration Forms are not required to accompany parcels addressed to H.M. Ships, wherever stationed, but they are required for parcels to H.M.A. Ships lying in Australian waters.

The above parcel rates also apply to parcels sent to this country in a mail made up on board one of H.M. Ships outside Home Waters. When it is not possible to arrange for the despatch of parcel mails direct from H.M. Ships, parcels must be posted on shore by the senders at the rates required by the Foreign or Colonial Post Office concerned.

(iii) *Home Fleet*.—When the Home Fleet is abroad during the spring cruise, letters, parcels, etc., should be prepaid as for ships in foreign waters (*see* paragraph 2 (i) and (ii)). Parcels may be addressed "H.M.S. . . ., Home Fleet, c/o G.P.O., London" and be prepaid at the Inland Rate, but parcels addressed in this manner are despatched only by H.M. Ship and are therefore subject to delay.

(iv) *Registration*.—A registered letter for one of H.M. Ships outside Home Waters is subject to the regulations of the Foreign and Colonial Post. Letters and parcels for the United Kingdom posted on board H.M. Ships abroad may be registered. Parcels for places abroad, including H.M. Ships, cannot be sent by registered post.

(v) *Insurance*.—The insurance system does not apply to letters addressed to or sent from H.M. Ships abroad, even if the ship is stationed at a port to which the insured letter system extends. A parcel addressed to one of H.M. Ships abroad may be insured up to a limit of value of £50.

*3. Irish Free State*.—British postage stamps are not valid for the prepayment of letters posted in the Irish Free State. Letters posted on board H.M. Ships in the waters of the Irish Free State should be made up into closed mails addressed to the General Post Office, London, before being handed to a civil Post Office in the Irish Free State.

4. *Explosives*.—The transmission by post of shell, grenades, cartridges, fuzes, detonators, etc., or of portions of the same, containing explosives or other matter likely to endanger other postal packets or Officers of the Post Office is strictly prohibited.

5. *Economy and "Official Paid" envelopes*.

(i) The use of economy envelopes is restricted to Great Britain.

(ii) "Official Paid" envelopes are not recognised by foreign postal authorities, and the appropriate postage must be prepaid in stamps on correspondence addressed to foreign countries.

(iii) The following precautions should be taken to prevent the misuse of Official Paid envelopes:—

(a) The main stocks should be kept under lock and key.

(b) Ready-use supplies should be issued to responsible members of the staff who make up letters for the post, and these supplies should be kept locked up at night and when not being drawn upon for official use.

(c) Registers of letters posted should be kept.

6. *Surcharges, affixing Stamps to Letter Bills*:—

When H.M. Ships in which no Accountant Officer is borne are cruising in foreign waters, postage stamps are to be affixed to the relevant letter bills in settlement of surcharges collected on unpaid, or insufficiently prepaid, correspondence addressed to the ships concerned.

Only British stamps are to be used for this purpose, and they must *not* be cancelled. Letter bills to which postage stamps have been affixed are to be returned to the Post Office in *closed* covers.

7. *Fleet Mails Despatched to Foreign Stations—Special Marking of Sack containing Form L.P.S., F.S.90*.—Arrangements have been made with the General Post Office for the sack containing Form L.P.S., F.S.90, to be marked with a conspicuous letter "F" on the label, and for a similar marking to be placed on the label of each bag which contains a letter bill.

This procedure will enable the sack containing the bag list and, later, the bag containing the letter bill to be picked out for prior treatment, and will admit of the immediate checking of the number of bags received against the number advised.

The Form L.P.S., F.S.90, and the letter bill will each be enclosed in an envelope.

It is necessary that the letter and parcel bills and registered and insured lists should be returned promptly.

8. *Mail Bags*.—Post Office mail bags, whether hessian bags, canvas bags, registered bags, or parcel bags, are on no account to be used for other than mail purposes. They are only to be used officially for letters and parcels, and registered letter bags are on no account to be employed except for enclosing registered letters.

H.M. Ships and Naval Authorities on shore are responsible for the return of empty letter and parcel bags from abroad. Bags not required for letter mails for the United Kingdom should be forwarded as a separate mail addressed "London, E.C.—Empty Letter Mail Bags from H.M. Fleet at ....." Similarly, bags which are not required for parcel mails for this country should be forwarded as a separate mail addressed "London Parcel Section—Empty Parcel Mail Bags from H.M. Fleet at ....." Consignments of empty bags should normally be made up in bundles of 10 (*i.e.*, nine bags enclosed in one) and accompanied by an advice of the number of bags returned. It is important that parcel bags should be returned separately from letter bags, and that each consignment should show clearly from which Naval Station the bags are being returned.

Such steps as may be practicable are to be taken to keep an account of the number of mail bags received and to check their disposal.

9. *Lead Seals*.—The used lead seals on Post Office mail bags are to be preserved and returned periodically, with all surplus mail bags to the General Post Office, London, either direct or through the nearest Naval Authority. Similarly, used Admiralty lead seals are to be returned to the local Naval Store Officer for transmission to the Superintendent, R.N. Store Depot, Royal Victoria Yard, Deptford.

# 1934

## 550.—Form D.320—Engineer's List of Spare Gear, Fittings, etc.—Preparation

(N.S. 3823/33.—8.3.1934.)

On receipt of approval to prepare Form D.320 (Engineer's List of Spare Gear, Fittings, etc.) for a ship in which a combined fixture list (Form D.6) is in use, the portion of the latter list relating to fixtures other than Engineer's is not to be revised unless prior Admiralty approval has been obtained to carry out this particular work.

2. When the Form D.320 has been completed the letters indicated below are to be shown on the Form D.6 against the items so dealt with, viz. :—

(A) Those actually included in Spare Gear List D.320.

(B) Those omitted from List D.320.

(C) Those items of value to be accounted for in the central store account.

3. A list in triplicate of the items marked (C) should be furnished by the Dockyard Professional Department concerned to the Superintending Naval Store Officer, who should forward one copy to the Accounting Officer of the ship and one to the Admiralty (N.S.), the third copy being retained for record purposes. Care should be taken to ensure that the list contains a full description of each item, including pattern number for articles of an authorised pattern, together with sufficient information to enable the Accounting Officer to obtain the necessary receipt from the Engineer Officer of the ship and also to record the articles in the central store account as "fitted" or on permanent loan to the Engineer Officer.

4. Details of the stocktaking differences revealed in the Form D.6 should also be forwarded to the Superintending Naval Store Officer by the Professional Dockyard Department concerned, and, after explanations have been furnished by the ships' officers, the list should be transmitted to the Admiralty (N.S.).

5. The above instructions also apply to Engineer's Fixture Lists Form D.6A.

## 855.—Electric Photo-copying Machines—Repairs—REPORTS

(Sta./E.94/34.—12.4.1934.)

Electric photo-copying machines in use in H.M. Dockyards and other Naval Establishments, at Home and Abroad, are the property of H.M. Stationery Office, and the cost of all repairs to these machines is chargeable to the Vote of that Department. No repairs to these machines, except repairs of a minor nature, are, therefore, to be undertaken locally without the prior authority of the Admiralty.

2. Submissions for authority to undertake locally large and expensive overhauls and repairs to such machines are to be accompanied by full details of the repairs necessary together with an estimate of the cost of labour, materials and oncosts.

3. Reports should indicate the degree of urgency of the work of repair.

## 1380.—Typewriters—Repair, Care and Use

(Sta. 5279/34.—14.6.1934.)

The following instructions in regard to the repair and maintenance of typewriters are circulated for general information:—

### I.—HOME STATIONS

1. Minor repairs and adjustments should, if possible, be effected by the Service.

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2. Repairs of a more serious nature should be entrusted to the nearest accredited agent of the manufacturers, who has authority from the Stationery Office to effect necessary repairs. Where the estimated cost is more than £1, but not greater than £2, the agent will submit the estimate to the officer demanding the repairs, and he is to give his approval in writing.

3. The accredited agent will obtain approval from H.M. Stationery Office for putting in hand repairs in excess of £2.

4. Machines found by the agent after examination to be beyond economical repair will be reported by the agent to the Stationery Office, and a machine in replacement will be forwarded from Royal Victoria Yard, Deptford, S.E.8. *Machines should be repaired by a local typewriter firm, who is not an accredited agent, only where the repairs required are so light that their cost is likely to be exceeded by the cost of the carriage to the nearest accredited agent.* An abridged list of accredited agents for Empire typewriters is issued from time to time. For other makes of machines where the agent of the company is not known, application should be made to the Admiralty (Stationery Branch) for instructions as to where the machines are to be sent for repair.

5. *Payment for Repairs.*—All accounts for repairs by accredited agents will be sent by the agents to the ships or establishments for which repairs are effected. Upon receipt, the accounts are to be endorsed by the Accounting Officer as proof that the repairs have been satisfactorily performed, and that the amounts charged are fair and reasonable. The accounts are then to be forwarded without delay to the appropriate Branch of H.M. Stationery Office (London—Princes Street, Westminster, S.W.1; Scotland—113, George Street, Edinburgh; Northern Area Branch—Post Office Box No. 239, Manchester), and *not* to the Admiralty.

*In no circumstances are the accounts to be paid by H.M. ships and Establishments.*

6. *Loan of Machines.*—In view of the number of machines allowed to the larger vessels, the temporary replacement of a machine sent for repair is not considered necessary. For smaller vessels, when a machine is required to replace one sent for repair an application is to be forwarded to the Admiralty (Stationery Branch) for a serviceable typewriter, and an indication is to be given of the probable time for which it will be required.

## II.—ABROAD

1. On foreign stations it is undesirable to return typewriters to England for repairs. In making arrangements for repair, machines should be sent to accredited agents where possible and care is to be taken that the charges incurred are fair and reasonable. The cost of repairs effected locally abroad should be paid by H.M. ships or establishments, and the amount brought to account as a charge against H.M. Stationery Office.

2. *Loan of Machines during Lengthy Repairs.*—To avoid possible inconvenience when repairs cannot be effected quickly, a small reserve of Empire typewriters is kept by the Naval Store Officers at the following dockyards for issue on loan to H.M. ships:—

Malta.	Hong Kong.
Gibraltar.	Simonstown.

The machines lent should invariably be returned to the Naval Store Officer immediately after the receipt of the repaired machines. In the event of a ship leaving port before repairs are completed, the reserve machine lent should be taken on charge and a receipt obtained for the machine under repair, which should, on return from the Contractors, be dealt with by the Naval Store Officer as a reserve machine in lieu.

## III.—GENERAL

1. *Accidents.*—Where machines have been damaged by accident or otherwise, a full report of the circumstances should be forwarded to the Admiralty when the machine is sent for repair so as to avoid subsequent correspondence and possible delay.

2. *Losses.*—The loss or theft of any typewriter should be notified to the Admiralty (Stationery Branch) *immediately*, with a full report.

3. *Identification in Correspondence.*—The make and factory number of machines are to be quoted invariably in all correspondence with the Admiralty and, when necessary, with H.M. Stationery Office.

4. *Transport and Packing.*—Care should be taken to forward machines complete with covers and baseboards, and in no circumstances should any parts be retained when machines are sent for repair, otherwise considerable correspondence will arise as to parts missing when the machines reach their destination. Special care should be taken to secure the moving parts of the machine before packing; to secure the machine itself to the metal or wooden base by means of the iron clamp screws; to see that *all* hooks holding the cover to the base are fastened securely; and finally to pass strong cord round the cover and base to ensure that the machine does not fall to the ground should the hooks become loose. Lack of these precautions have resulted in broken main or top frames and other damage from faulty packing.

When typewriters are sent by rail it has been found preferable not to pack them in wooden cases, as they are less roughly handled when the metal cover is exposed.

5. *Returns.*—When returning machines surplus to requirements, care is to be taken that they are addressed to the Superintendent, R.N. Store Depôt, Royal Victoria Yard, Deptford, London, S.E.8.

## IV.—NOTES ON CARE AND USE OF TYPEWRITERS.

1. *General.*—Keep the type clean. No machine will do good work when the type is clogged with an accumulation of ribbon, dust or ink. Clean the type frequently with a hard type-brush.

Keep all the working parts of the machine clean and free from dust. The best results can only be obtained when the machine is kept clean—and the working life of any machine can be greatly prolonged by careful attention to this point.

Keep feed rollers clean by wiping them over with a rag.

If wear has made the cylinder rough and uneven—full of pits, grooves and ridges—a new cylinder is needed.

When corrections are made, the carriage should be moved to one side to prevent the rubbings falling into the mechanism of the typewriter.

Do not take the machine apart.

Do not change the adjustments.

Keep the machine covered when not in use.

2. *Oiling.*—Never use any but typewriter oil. Care should always be taken in oiling, as too much oil is as bad as too little. All surplus oil should be wiped off thoroughly, except at the exact spot where friction may occur.

Superfluous oil catches dust, and such accumulations retard the free action of the machine.

At intervals of about a month the type-bar bearings should be oiled very slightly, a touch oiler being used for the purpose.

3. *Ribbons.*—No ribbon should be replaced until it has been turned and fully used.

4. When typing matter for reproduction by the hektograph and stencilling processes—

- (a) Well clean the type with a hard brush before commencing work, and during typing, if necessary.
- (b) *For hektograph work.*—When the type has been cleaned and a good ribbon is on the machine, satisfactory results should be obtained, especially if the jelly (*i.e.*, the hektograph) has a good surface and has been standing for a few days.
- (c) *For stencil work.*—When the type has been cleaned, a slight wipe over with a clean oily rag will prevent the wax from clogging the type. Choose a machine with the best type, and use a backing sheet with the wax stencil. This will serve the purpose of a hard roller.

5. All users of typewriting machines should be made acquainted with these instructions.

### 1610.—Alterations and Additions to H.M. Ships— Introduction of Form

(D.1692/34.—12.7.1934.)

It has been decided to introduce a standardised form to be used by all H.M. ships, with the exception of destroyers on the Mediterranean station, when forwarding lists of alterations and additions, for ordinary refits of surface ships and minor refits of submarines.

The form, which has been allocated number S.1182 is to be used for items “approved in principle” and classified “A,” “B” or “B.H” and for deferred and proposed items, each item being shown on a separate form.

The forms are not to be used for items “approved in principle” and classified “C”. Such items are to be included in one paragraph in the Commanding Officer’s submission, quoting only the serial numbers, authority and classification.

2. In instances where the Commanding Officer or Administrative Authority desires to represent that the classification of an item should be reconsidered, full details of such item are to be shown on the authorised form and the reasons why amendment of classification is considered necessary inserted in the space reserved for “Remarks”.

3. In lists of alterations and additions rendered before reconstruction or large repair of capital ships, aircraft carriers and cruisers, retubing refits of destroyers and other small surface craft, or major refits of submarines, full details of all items are to be given in list form as heretofore, and not on the separate forms.

4. Mediterranean destroyers are to adhere to the procedure at present in force in accordance with Mediterranean Destroyer General Order No. 84. When the Home Fleet flotillas become more homogeneous and are unaffected by continual reliefs the general flotilla number system will be introduced, the system being commenced in each new flotilla on first commissioning.

5. In correspondence relating to the question of rendering lists of alterations and additions, it has been noted that ships in some squadrons are required to provide eight copies of the lists. In order to keep the work involved by the introduction of the form to a minimum, Administrative Authorities are to give consideration to the desirability of reducing the number of copies to a maximum of five.

6. The revised procedure is to be regarded as on trial until further notice.

7. Instructions as to reporting on the results of this trial were contained in A.F.O. 1964/34 (not included in this Volume.)

8. The Book S.345, “Record of Alterations and Additions”, is to be retained in its present form.

## 1748.—Telegraph Offices and Telephone Exchanges at Admiralty and Naval Ports—Hours of Attendance

(M. 0355/34.—2.8.1934.)

The hours of service of Telegraph Offices, Telephone Exchanges, etc., of Naval interest are shown in the following table.

2. On occasions of special emergency, arrangements will be made for keeping Telegraph Offices and Telephone Exchanges open continuously.

Place.	P.O. Telegraph Office.	Naval (or Naval Officer- in-Charge's) Exchange.	Dockyard Exchange.	Naval Officer- in-Charge, Private Telephone Address.
(1)	(2)	(3)	(4)	(5)
Admiralty	Telegraph Office, 0900–1900 (Saturdays, 0900–1400). Closed on Sundays, Christmas Day, Good Friday, and Bank Holidays, unless orders to the contrary are promulgated. A.T.X. and phonogram-room, 0800–1830 (closed on Sundays, Christmas Day, Good Friday, and Bank Holidays, unless orders to the contrary are promulgated). Telephone Exchange, 0800–2000 (closed on Sundays, Christmas Day, Good Friday, and Bank Holidays, unless orders to the contrary are promulgated).			

*Note.*—When the Admiralty Trunk Exchange is closed, it is possible to communicate by telephone with the Resident Clerk and Duty Commander at the Admiralty, via the Post Office Trunk System. The telephone numbers on these occasions are: Resident Clerk, Whitehall 2815; Duty Commander, Whitehall 9000.

*Chatham ...	0800–2000 (Sundays 0900–1030)	—	Continuous	—
*Sheerness ...	0800–1930 (Sundays 0900–1030)	—	Continuous	—

*Note.*—Arrangements exist for the delivery of telegrams at all times to Naval Authorities at Chatham and Sheerness.

Harwich (Shotley)	Ipswich 0800–2000 (Sundays 0900–1030)	Continuous	—	Woolverstone 5, or Harwich 43.
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*Note.*—W. Messages and those bearing an indication of priority are telephoned direct from London Exchange at all hours. Telephonic communication can be effected at all hours with Captain-in-Charge's official residence by direct line from Training Establishment Exchange.

*Portsmouth ...	Continuous	Continuous	Continuous	—
Portland ...	0800–1930 (Sundays 0900–1030)	—	Continuous	—
Weymouth ...	0800–2100 (Sundays 0900–1030)	—	—	—

*Note.*—Arrangements exist for the delivery to Naval Authorities at Portland at any time, of telegrams bearing an indication of priority, and telephonic communication with Captain-in-Charge can be effected through the Dockyard Exchange any time day or night.

Place.	P.O. Telegraph Office.	Naval (or Naval Officer- in-Charge's) Exchange.	Dockyard Exchange.	Naval Officer- in-Charge, Private Telephone Address.
(1)	(2)	(3)	(4)	(5)
*Plymouth ... *Devonport ...	} Continuous	Continuous	Continuous	—
Rosyth ... ..		0700–1900 (Saturday 0700–1300). Closed on Sundays.	Continuous	—
Invergordon ...	0800–1930 (Sundays 0900–1000)	—	—	Invergordon 34

*Note.*—Arrangements exist for the delivery to Naval Authorities at any time of telegrams bearing an indication of priority.

\* The Naval Trunk sections of the Dockyard Exchanges at Chatham and Sheerness, and the Naval Trunk sections of the Naval Exchanges at Portsmouth and Plymouth, are closed when A.T.X. is closed.

(Also issued as A.F.O. S.90/34.)

## 1935

### 2872.—Dutiable Mess and Canteen Stores—Revised Application Form (C and E 90)

(N.L. 3429/35.—28.11.1935.)

A new form of application (C. and E. Form 90) for duty free mess and canteen stores is being introduced.

2. In future this form is to be filled up and despatched *in duplicate*.

3. The merchant from whom the stores are ordered will forward the forms to the Collector of Customs and Excise at the base port of the ship.

4. When stores are required urgently, and the ship is absent from the base port, a notification to this effect is to be sent to the merchant. The latter may request the officer of customs responsible for clearance of the goods to obtain by telegraph the necessary authority for delivery from the Collector of Customs and Excise at the base port.

## 1936

296.—Government Telegraph Code—Appendix (1935)—  
Naval Correction No. 1

(M. 73/36.—30.1.1936.)

The following corrections are to be made to the list of telegraphic addresses shown in Part II of Appendix (1935) to the Government Telegraph Code :—

Page 59. *Delete* paragraph 14 and *substitute* the following :—

**\*\* China Station.**—“Navycom” is registered as the telegraphic address of the Commander-in-Chief, China Station, at † Hong Kong, Shanghai, and Wei-hai-Wei, and of the Commander-in-Chief, China Station (Afloat) at † Singapore.

“Navyashore” is registered as the telegraphic address of the Commander-in-Chief (Ashore) at Singapore.

“Navyafloat” is registered as the telegraphic address of the Senior Naval Officer (Afloat) at Hong Kong and Singapore, and of the Senior Naval Officer present at Shanghai and Wei-hai-Wei.

“Navyantse” is registered as the telegraphic address of the Rear-Admiral, Yangtse, at § Hankow.

**\*\* Add** new footnote as follows :—

§ Telegrams should be addressed “Navyantse, Hankow” when the precise location of the Rear-Admiral, Yangtse, is not known.

Page 59, paragraph 15. *Add* :—

**\*\*“ Commander-in-Chief, East Indies Station**  
at Aden ... .. Navycom, Aden ”.

Page 60.

*Under Aden insert* :—

**\*\*“ Naval Officer-in-Charge** ... .. Navyportoff, Aden ”.

**\*\*“ Senior Naval Officer Afloat** ... .. Navyafloat, Aden ”.

*Under Alexandria insert* :—

**\*\*“ Defence Commander, Base Defences, Medi-**  
terranean ... ..

Navyfence, Alexandria ”.

“ Naval Store Officer ... .. Navystores, Alexandria ”.

**\*\*“ Rear-Admiral** ... .. Navycharge, Alexandria ”.

“ Sea Transport Officer ... .. Seatrans, Alexandria ”.

Page 64.

*Under Birmingham.*

*Against* “Naval Ordnance Inspecting Officer” *amend* telegraphic address to read “Admiralty, Inspector, 45, Newhall Street, Birmingham 3”.

*Under Bombay.*

*Against* “Controller of Naval Accounts, Bombay,” *amend* telegraphic address to read “Navact Bombay”.

Page 72. *Insert* :—

“Derby Naval Recruiting Officer ... .. Naval Recruiting, Green Lane,  
Derby”.

Page 75. *Under Gibraltar insert* :—

“Naval Staff Officer (Intelligence) ... .. Navyntell, Gibraltar”.

**\*\*“ Royal Air Force, Officer-in-Charge** ... .. Aeronautics, Gibraltar”.

**\*\*“ Royal Air Force Squadron** ... .. c/o Aeronautics, Gibraltar”.

“Superintending Sea Transport Officer ... .. Navyseatrans, Gibraltar”.

Page 76. *Under Glasgow insert* :—

“Naval Recruiting Officer ... .. Naval Recruiting, 300, Bath  
Street, Glasgow”.

Page 77.

*Insert* "Haifa."

"R.N. Supply Depôt, Officer-in-Charge ... Daso, Haifa".

*After* "Hankow, China" *insert* "(See also page 59, paragraph 14)".

Page 78. *Under* Hong Kong.

**\*\*Against** "Commodore-in-Charge" *amend* telegraphic address to read "Navy-charge, Hong Kong".

**\*\*Against** "Naval Staff Officer (Intelligence)" *amend* telegraphic address to read "Navyntell, Hong Kong".

Page 81.

**\*Against** "Ismailia" *insert* "see also Suez".

Page 84.

*Under* Admiralty.

*Delete* "Admiralty Motor Garage ... .. Namotrams (Norwest), London".

"Naval Store Depôt, West India Docks Naval Depôt (Pop), London".

*Insert* "Naval Store Officer, Royal Victoria Naval Supplies (Green), Yard, Deptford. London".

Page 92. *Under* New Zealand.

*Against* "Naval Officer-in-Charge, Auckland," **\*\*amend** telegraphic address to read "Navycharge, Devonport, New Zealand".

Page 96. *Under* Port Said *insert* :—

**\*\*Naval Officer-in-Charge** ... .. Navyashore, Port Said".

"Naval Store Officer ... .. Navystores, Port Said".

**\*\*R.N. Chart Depôt, Officer-in-Charge** ... .. Navychart, Port Said".

Page 97. *Insert* :—

**\*\*Port Tewfik, Naval Officer-in-Charge** ... .. Navyashore, Port Tewfik".

Page 100. *Under* Shanghai.

**\*\*Against** "Naval Staff Officer (Intelligence)" *amend* telegraphic address to read "Navyntell, Shanghai".

**\*\*Against** "Resident Naval Officer" *amend* telegraphic address to read "Navy-charge, Shanghai".

Page 101. *Under* Singapore.

**\*\*Against** "Commodore-in-Charge" *amend* telegraphic address to read "Navy-charge, Singapore".

Page 102. *Under* Singapore.

**\*\*Against** "Naval Staff Officer (Intelligence)" *amend* telegraphic address to read "Navyntell, Singapore".

Page 105. *Under* Suez *insert* :—

**\*\*Suez Canal Area, Senior British Naval Officer** ... .. Navycharge, Ismailia".

**\*\*Suez Canal Area, Naval Staff Officer (Intelligence)** ... .. Navyntell, Ismailia".

Page 106. *Delete* :—

"Thursday Island, Queensland, Navy Agent Collector, Customs, Thursday (Sub-Collector of Customs). Island".

Page 109.

*After* Wei-hai-Wei, China, *insert* "(see also page 59, paragraph 14)".

**\*\*Under** Wei-hai-Wei.

*Against* "Medical Officer-in-Charge" *amend* telegraphic address to read "Navy-charge, Wei-hai-Wei".

Page 110.

*Insert* :—

"Wrabness

Deputy Armament Supply Officer, R.N. Mine Depôt".

The amendments marked thus (\*) were also promulgated in Naval Correction No. 3 to Appendix No. 1.

The amendments marked thus (\*\*) will be brought into force on 1st April, 1936.

(Also issued as A.F.O. S.24/36.)

**\*479.—Ratings on Passage—Mails for**

(M. 6150/35.—20.2.1936.)

Ratings drafted to a particular ship on a Foreign Station should inform their relatives before taking passage that correspondence should be addressed to their new ship.

2. Ratings drafted to a Foreign Station for disposal on the station should inform their relatives that, pending their allocation to a ship, correspondence should be addressed :—

Name, Rating, Official Number,

Draft in S.S. .... (or H.M.S. ...., or H.T. ....),

c/o Fleet Mail Officer,

(Place)\* .....

*	{ Malta for ratings for disposal on Mediterranean Station.		
	Hong Kong	„	China Station.
	Colombo	„	East Indies Station.
	Simonstown	„	Africa Station.
	Bermuda	„	America and West Indies Station.

*Example :—*

John Smith, A.B., O.N. C/J.X.34567,

Draft in S.S. “ Cathay,”

c/o Fleet Mail Officer,

Hong Kong.

3. Information as to the allocation of such drafts will be communicated to the Fleet Mail Officers to enable them to dispose of the correspondence.

**716.—Form S.1246p.—History Sheet for Air Gunner and Observer's Mate—Institution**

(N. 4118/35.—19.3.1936.)

With reference to A.F.O. 1526/36, a new form, “ History Sheet for Air Gunner and Observer's Mate,” has been added to the list of established forms as S.1246p. The form includes Trade and Vocational Training Certificates.

2. This history sheet is to be prepared at the Royal Naval Barracks, Portsmouth, for each rating selected to undergo the course for Air Gunner.

3. During the transition period of the Air Gunner and Observer's Mate scheme, the history sheet is to be prepared in the ship or establishment concerned for

(a) each Telegraphist Air Gunner transferred to Air Gunner (*see* paragraph 4).

(b) each Telegraphist Air Gunner recommended by a Selection Board to undergo the course for Acting Observer's Mate.

4. History sheets for Telegraphist Air Gunners transferred to Air Gunner are to be noted appropriately on page 1.

5. History sheets for men already qualified, or now under training, for Air Gunner and Observer's Mate are to be prepared at the Royal Naval Barracks, Portsmouth.

6. Demands for supplies of the form, restricted to minimum requirements, should be forwarded to the Naval Store Officer, R.N. Store Depot, Royal Victoria Yard, Deptford, S.E.8, for supply to be made when available.

7. King's Regulations and Admiralty Instructions will be amended.

(A.F.O. 1526/36.)

(K.R. and A.I., Arts. 609 and 610.)



## 1207.—Government Telegraph Code, Appendix (1935)— Naval Correction No. 2

(M. 1483/36.—14.5.1936.)

The following *addition* is to be made to Part I of Appendix (1935) to the Government Telegraph Code. *Insert* at the top of pages 10 to 18 and 22 to 27 :—

“ from ... .. GDNIL.”  
“ repeated ... .. NRALU.”

2. The following corrections are to be made to the list of telegraphic addresses shown in Part II of Appendix (1935) to the Government Telegraph Code :—

Page 59, paragraph 15. *Add* new sub-paragraph as follows :—

“ Navyafloat ” is registered as the telegraphic address of the Senior Naval Officer Afloat at Aden, Bombay, Calcutta, Cochin, Karachi, Karwar, Madras, Rangoon, and Vizagapatam.

Page 59. *Insert* new paragraph 15a :—

15a. *Royal Indian Navy*.—“ Adrin ” is registered as the telegraphic address of the Flag Officer Commanding, Royal Indian Navy, at Aden, Bombay, Calcutta, Cochin, Karachi, Karwar, Madras, Rangoon, and Vizagapatam.

Page 59, paragraph 16. *Add* new sub-paragraph as follows :—

“ Navyafloat ” is registered as the telegraphic address of the Senior Naval Officer Afloat at Suez.

Page 64.

*Against* Bombay *insert* “ (See also page 59, paragraph 15a). ”

*Under* Bombay :—

*Delete* :—

“ Flag Officer Commanding, Royal Indian Navy Jentanti, Bombay.”

“ Navy Office, H.M.I. Dockyard, Officer-in-  
Temporary-Charge ... .. Navy Office, Bombay.”

*Insert* :—

“ Captain Superintendent, H.M.I.N. Dockyard Navyard, Bombay.”

“ Navy Office ... .. Navoff, Bombay.”

*Against* “ Naval Store Officer, H.M.I. Dockyard ” *substitute* “ Navystores, Bombay ” for “ Navalstor, Bombay.”

Page 77.

*Under* Haifa *insert* :—

“ Naval Officer-in-Charge ... .. Resnavo, Haifa.”

Page 105.

*Against* Suez *insert* “ (See also page 59, paragraph 16). ”

Page 109.

*Insert* :—

“ West Hartlepool. Admiralty Engineer

Overseer at Messrs. Central Marine

Engine Works ... .. Engineer Overseer, c/o Central,  
West Hartlepool.”

(Naval Correction No. 1.—A.F.O. 296/36.)

(Also issued as A.F.O. S.86/36.)

## 1509.—Private Telegrams—Transmission and Reception

(M. 0193/35.—18.6.1936.)

The following instructions regarding the transmission and reception of private telegrams by H.M. ships are promulgated for information.

### Section I—Private Radiotelegrams

1. Private radiotelegrams may be transmitted to all H.M. ships at home and abroad.

2. Private radiotelegrams for transmission to H.M. ships are normally routed through the following W/T stations :—

Home Station ...	Cleethorpes.
Mediterranean Station	Rinella (Malta) and Gibraltar.
All other stations ...	*Portishead.

As an alternative to the service via Portishead, private radiotelegrams may be sent to H.M. ships through the following W/T stations :—

Africa Station ...	*Jacobsnata (Durban), *Slangkop (Capetown) or *Walvis Bay.
America and W. Indies Station.	Bermuda Dockyard.
Australian Station ...	*Melbourne.
China Station ...	Stonecutters (Hong Kong) and Seletar (Singapore).
East Indies Station ...	Matara (Ceylon) and Aden for ships within 500 miles of that station.
New Zealand Station ...	*Auckland.

(Note.—Stations marked with an asterisk are commercial W/T stations.)

3. Private radiotelegrams passed through Naval W/T stations are not to be transmitted until all Service traffic on hand is cleared.

4. Messages for transmission through coast stations must have in the address the word "Warship," followed by the name of the ship and the name of the coast station (written as one word) through which the message is to be sent, for example :—

*Name of addressee.....*

Warship Nonsuch,  
Bermudadockyardradio.

The prefix "Warship" is unnecessary in the case of private messages for H.M. submarines which are not named (*see also* Section IV, paragraph 9). If the W/T station is not known, enquiry may be made of the Admiralty by telegram with prepaid reply, or by letter, stating when it is proposed to send the radiotelegram.

5. Private radiotelegrams from H.M. ships are normally to be routed through a commercial W/T station. Where this is not possible such messages may be passed through any Naval W/T station detailed for communication with H.M. ships.

6. Fixed services such as Stonecutters-Singapore, Singapore-Matara, are not to be used for the transmission of private radiotelegrams. Similarly, H/F is not to be used outside the limits of the station for this purpose, except under the rules laid down in Sections III, VII and VIII of this Order, or where it is not practicable to pass the message by any other means.

### Section II—Charges

1. No ship charge is made for the transmission or reception of private radiotelegrams by H.M. ships.

2. The coast station charge for private radiotelegrams transmitted to or from H.M. ships through Naval W/T stations is 2*d.* a word, except at Aden and Gibraltar, which handle general public traffic, where the charge is 6*d.* a word. Where, however, private radiotelegrams are transmitted between ships on the same station via a Naval W/T station, the coast station charge, if any, may be waived.

3. The charge for private radiotelegrams transmitted from H.M. ships through commercial coast stations in the United Kingdom for delivery in the United Kingdom is 7*d.* a word to cover the coast station and inland telegraph charges.

4. The charges for private radiotelegrams transmitted to H.M. ships consist of the charge for transmission to the coast station plus the appropriate coast station charge. For radiotelegrams from the United Kingdom, which are routed through the coast stations normally used, the total charges are as follows :—

	<i>Per word.</i>				
Cleethorpes	...	...	...	...	3 <i>d.</i>
Portishead	...	...	...	...	5 <i>d.</i>
Rinella	...	...	...	...	6 <i>d.</i>
Gibraltar	...	...	...	...	9 <i>d.</i>

Further details are contained in paragraph 9 of the section of the Post Office Guide which deals with "Radiotelegrams."

5. The charges for private radiotelegrams transmitted from H.M. ships through coast stations abroad for—

(a) local delivery, and

(b) delivery in the United Kingdom or in other countries,

are the coast station charge plus (a) the appropriate inland telegraph charge, and (b) the cable rate, respectively.

If these charges are not known, they should be obtained from the station through which the message is being passed.

The International Regulations governing payment for these charges provide that they should be assessed in gold francs and, with the exception of messages sent from H.M. ships direct via Malta, the rates applicable should accordingly be obtained in gold francs and converted into sterling at gold francs 25·2215 = £1.

*Note.*—During the suspension of the gold standard basis, Accountant Officers are to increase charges collected on board in British Currency by a percentage applied as follows :—

(a) Radiotelegrams transmitted to dominion, colonial and foreign coast W/T stations, on that part only of the charge which is due to be paid to the dominion, colonial or foreign administration concerned, for its coast station or forwarding charges.

(b) Inter-ship radiotelegrams destined to dominion, colonial or foreign ships, on that part only of the charge which is due to the receiving ship.

The present percentage increase is 50 per cent. Any variation in this rate will be promulgated from time to time in Admiralty Fleet Orders. The percentage increase does not apply to Irish Free State or South African coast stations and ships.

6. The "receiving ship charge" at the rate of 4*d.* per word, is payable to the Accountant Officer of the sending ship before a private message can be transmitted from one of H.M. ships to a merchant ship at sea.

7. If one of H.M. ships is in harbour and desires to send a radiotelegram to a merchant vessel, such radiotelegram must be passed *via* the coast station, except in the case of H.M. ships in harbour in South Africa, and the sender will, therefore, be liable for the coast station charge plus the ship charge of the merchant vessel.

8. For messages transmitted *via* the Ship Letter Telegram Service described in Section III, paragraph 2, the minimum charge is three shillings for twenty words or less, and twopence a word for each word in excess of twenty.

9. Whenever a prepaid private radiotelegram is passed through a Naval W/T station, the appropriate Operating Signal is always to be used, viz., "X.462—Charges on this private telegram have been prepaid."

### *Section III—Long Distance Communication*

1. Private radiotelegrams are not accepted by the G.P.O. for transmission to H.M. ships through Rugby W/T station.

2. H.M. ships outside the range of coast stations in Great Britain working on 500 kc/s may, subject to such regulations as may be deemed necessary by Commanders-in-Chief and to non-interference with Service work, transmit private radiotelegrams *via* Portishead Radio on H/F or M/F.

3. In addition to radiotelegrams H.M. ships may make use of the Ship Letter Telegram service *via* all Post Office coast stations in the British Isles at all times, including both the long-wave and short-wave services *via* Portishead radio. The rules for this service are as follows :—

- (a) The service is in the direction *from* ships only.
- (b) Messages are to be prefixed SLT, which will be charged as one word.
- (c) Messages are only accepted for destinations in the British Isles.
- (d) Messages are delivered by ordinary post, and in consequence must bear a full postal address. Telegraphic addresses are NOT allowed.
- (e) Plain language only to be used.
- (f) Birthday and Christmas greetings may include in the preamble an indication, for which no charge is made, of the desired date of delivery ; for example, " deliver 25th."
- (g) Naval shore W/T stations are NOT to be used for this service.
- (h) Should a ship be detailed for this service as transmitting ship, private messages may be passed by any ship of origin to the transmitting ship on Service frequencies only. Commercial frequencies are NOT to be used.
- (i) Portishead keeps continuous receiving watch on 143 kc/s, answering on 121 kc/s and also as follows :—

8210 kc/s	0000 to 1000.
	1500 to 2359.
12360 kc/s	1030 to 1300.
	1330 to 1500.
16845 kc/s	1000 to 1030.
	1300 to 1330.

#### Section IV—Counting

1. In plain language the maximum number of letters allowed to pass at the charge for a single word is 15, any excess being charged for at the rate of 15 letters to a word.

2. Subject to this limit, the following are counted as single words, if written without break :—

Ordinary compound words.  
Names of towns, countries, provinces, etc.  
Family names and names of ships.  
Names of streets, squares, etc.  
Compound numbers written in words.

The words "street," "square," etc., or their equivalent in other languages can be combined with their names so as to form a single chargeable word, *e.g.*, Stjamesstreet, Hydeparksquare, etc. If joined by a hyphen, or separated by an apostrophe, compound words or names are counted as so many separate words.

3. The name of the coast station, when written in the form given in the Post Office Guide, is counted and charged for as one word in the address.

4. Words incorrectly spelt, so as to reduce the number of letters below the maximum, or incorrectly joined together, contrary to the usage of the language, are inadmissible.

5. If the sender of a telegram from a place abroad irregularly joins together words for the purpose of reducing the charge, the amount undercharged is collected from the addressee.

6. In all telegrams every isolated letter or figure is charged for as a word. Groups of figures are counted at the rate of five figures to a word, and at the same rate for any excess. Groups of letters in current use are similarly counted when

occurring in the text. But such letters are not admissible in groups in the address ; they are charged for as so many separate words. Letters added to figures to form ordinal numbers or commercial marks, or to represent the number of a house, are counted as figures. Bars of division, decimal points, and stops used in the formation of numbers are counted as figures ; otherwise signs of punctuation are not transmitted except at the special request of the sender, and they are then charged for as separate words.

7. *In code language* no word must exceed five letters in length. Words in plain language in the text of a telegram which also contains words in code language are charged for at the rate of five letters to a word, any excess also being charged for at the rate of five letters to a word.

8. Commercial or private codes may only be used provided that the sender can satisfy his Commanding Officer that the message is a *bona fide* one, and one which is in no way contrary to the interests of H.M. Service.

9. The name of the ship to which a radiotelegram is addressed is counted as one word. The word "submarine" (*see* Section I, paragraph 4), together with the identifying letter and figures, are counted as one word in the address.

10. The foregoing instructions are extracted from the International Regulations. For accounting purposes only, however, code words in private radiotelegrams transmitted entirely by Naval Wireless (*e.g.*, requests for withdrawals from Post Office Savings Bank) are to be counted as ten letters to a word, five letters being counted as half a word.

#### Section V—Accounting

1. The sender of a private message should in all cases repay the charges to the Accountant Officer, who will bring them to account in a separate schedule to his cash account as a credit to "P.I. Commercial Wireless Account." The original message is to bear the initials of the Accountant Officer before despatch, to show that this has been done.

2. All private radiotelegrams transmitted and received by H.M. ships should be summarised on Schedule Forms S.536 and S.536A respectively, in order of date and under calendar months, the forms being transmitted to the Director of Navy Accounts (Branch 9) within eight days of the expiration of the month. It is not necessary for a copy of these forms to be attached to the Cash Account voucher, Form S.27.

3. A separate return of all S.L.T. messages transmitted by H.M. ships should be rendered monthly to the Director of Navy Accounts (Branch 9) by the ship of origin within eight days of the expiration of the month. The return should be prepared as in the following example :—

H.M.S.....

Return of S.L.T. Messages transmitted during April, 1934.

<i>No. of Messages.</i>	<i>Excess Words.</i>	<i>Charges.</i>
6	10	19s. 8d.

If the amount collected is not taken on charge in the ship of origin, it should be stated where the money will be brought to account.

As the Post Office accounts are rendered strictly under calendar months it is essential to include in the return all messages transmitted in the calendar month.

4. Naval W/T stations are to forward monthly to the Director of Navy Accounts (Branch 9) copies—on Form S.1326—of all private messages transmitted by W/T to H.M. ships. NIL returns are required. The "To" space on this form is always to show the address of the message as received at the W/T station, *e.g.*, "..... Warship.....Stonecutters Radio" or ".....Warship..... Hong Kong" in order to differentiate between messages originated as radiotelegrams and messages originated as cables and re-transmitted by W/T under the arrangements mentioned in Section VI, paragraph 5. It is also essential that particulars of the "Office of origin" should be inserted on the form in the space provided.

*Section VI—Private Telegrams*

1. All cables to and from H.M. ships are subject to the same rules with regard to the counting of words as radiotelegrams (*see* Section IV.)

2. Private telegrams to H.M. ships should be addressed in the style :—

“ Warship (name.....)  
(at.....).”

except those for submarines which are not named, when the prefix “ Warship ” is unnecessary.

3. The name of the office of destination in the address is charged for as one word, whatever its length ; and when the name of the country, state, province or district has to be added to distinguish the office from others of the same name, the whole expression is charged for as one word, provided it is written in accordance with the International List of Telegraph Offices.

4. If the correct cable address is not known, senders of private messages to H.M. ships known to be in foreign waters, should apply to the Admiralty by telegram with prepaid reply, or by letter stating when it is proposed to send the telegram.

5. If, by local arrangement on the station concerned, private messages addressed to officers and men serving in H.M. ships which are absent from the port to which messages received by telegraph or cable are addressed (*i.e.*, the port to which the messages have been prepaid) are re-transmitted by wireless from Naval shore stations, the coast station charge is to be recovered from the addressee in all cases, at the appropriate rate as laid down in Section II, paragraph 2. Such messages are not to be re-transmitted until all Service traffic on hand is cleared. When messages which were not originated as radiotelegrams are re-transmitted by W/T under this procedure, the Naval shore wireless station is to inform the ship so that recovery of the coast station charge from the addressee may be effected.

6. Telegrams for ships in home waters may be addressed “ Warship..... London.”

*Section VII—Use of Ship's W/T for Remittances*

When officers or ratings serving in H.M. ships desire to telegraph money home for the benefit of dependants, the message may, subject to the concurrence of the Commanding Officer, be transmitted by ship's W/T and routed through normal Service channels without charge. If sent by commercial channels, the cost must be borne by the sender.

2. When officers or ratings desire to telegraph money home for any other purpose and the ordinary shore facilities are not available, the message may be similarly transmitted by ship's W/T, but in this case a charge of 1s. a word is to be made. The cost is to be recovered at the time of sending the message and brought to account in the current Cash Account as a credit to “ P.I. Commercial Wireless.” Particulars of such remittances are to be included in a special Remittance List (S.66), and clearly shown as confirmatory of the previous W/T message of appropriate date.

*Section VIII—Use of Ship's W/T for Making Withdrawals from Savings Banks*

When officers or ratings serving in H.M. ships desire to authorise the payment of money from Post Office Savings Bank accounts or from Naval Savings Bank accounts at Home Dockyards and Royal Marine Divisions for the benefit of dependants, the message may, subject to the concurrence of the Commanding Officer, be transmitted by ship's W/T and routed through normal Service channels without charge. Messages, however, requesting withdrawal from these accounts for any other purpose, together with the reply thereto, are to be charged for at the rate of 1s. per word, if sent by Naval Wireless, or at the appropriate rate, if sent by commercial channels, The necessary amendment to King's Regulations and Admiralty Instructions, Appendix XXXIII, will be promulgated in due course.

(Also issued as A.F.O. S.103/36.)

1512.—Issued Confidentially.

## 1572.—Government Telegraph Code, Appendix (1935)— Naval Correction No. 3

(M. 03028/36.—25.6.1936.)

The following corrections are to be made in Part II of Appendix (1935) to the Government Telegraph Code :—

Page 59.

*Delete* paragraph 13.

Page 59.

*Cancel* paragraph 15 and *substitute* the following :—

15. *East Indies Station*.—No telegraphic address is registered for the Commander-in-Chief, East Indies Station, and messages for him should be sent as follows :—

- (a) If the Commander-in-Chief is known to be at any of the ports where "NAVYAFLOAT" is registered (*see below*), to "NAVYAFLOAT," followed by the name of the port, etc.
- (b) If the Commander-in-Chief is known to be at R.N. Camp, Diyatalawa, Ceylon, to "NAVYCAMP, DIYATALAWA, CEYLON."
- (c) If the position of the Commander-in-Chief is not known, to "NAVYCHARGE, COLOMBO" or "NAVYPORTOFF, ADEN," with instructions to pass the message to the Commander-in-Chief, East Indies Station.

"NAVYAFLOAT" is registered as the telegraphic address of the Senior Naval Officer Afloat present at—

Aden, Bahrein, Bombay, Calcutta, Cochin, Karachi, Karwar, Madras, Rangoon, Vizagapatam, Colombo, Trincomalee, Muscat, Pemba, Zanzibar, Port Louis—Mauritius, Mahe—Seychelles, and all ports in Kenya Colony, Tanganyika Territory, the Anglo-Egyptian Sudan and British Somaliland.

Page 71. *Under* Colombo.

(i) *Against* "Captain-in-Charge, Ceylon" *amend telegraphic address to read* "Navycharge, Colombo."

(ii) *Against* "Naval Staff Officer (Intelligence)" *amend telegraphic address to read* "Navyntell, Colombo."

(Note.—This amendment will take effect from 1st January, 1937.)

Page 72. *Under* Diyatalawa.

*Cancel* existing entry and *substitute* the following :—

"R.N. Camp, Senior Naval Officer.....  
.....Navycamp, Diyatalawa."

Page 107. *Under* Trincomalee.

(i) *Cancel* "Civil Engineer.....Adworks, Trincomalee" and *substitute* "Superintending Civil Engineer.....Navyngeer, Trincomalee."

(ii) *Against* "Deputy Armament Supply Officer, Ceylon" *amend telegraphic address to read* "Navyarmament, Trincomalee."

(iii) *Against* "Naval Store Officer and Superintendent" *amend telegraphic address to read* "Navystores, Trincomalee."

Unless otherwise stated these corrections come into force on 1st July, 1936.

(Naval Correction No. 2.—A.F.O. 1207/36.)

(Also issued as A.F.O. S.110/36.)

## 1908.—Forms M.22, S.47, M.123, M.123a and M.123b— Amendment of in Manuscript

(M.D.G. 3783/36 ; N. 931/36.—30.7.1936.)

When the forms referred to above are used, they are to be amended in manuscript as follows :—

M.22, column 9. *Add* “(c) Naval Service (Reserve personnel only).”

S.47, column 7. *Add* “(c) Whether due to Naval Service (Reserve personnel only).”

M.123 } *Insert* fourth category on side :—

M.123a } “(d) Reserve personnel only—Is the disability due to Naval  
M.123b } Service.”

2. Steps will be taken to revise these forms accordingly on reprint.

## 1945.—Ships' Magazine Logs—Irregularities, Inaccuracies and Omissions

(G. 3723/36.—6.8.1936.)

The checking of ships' magazine logs is rendered difficult and involves undue clerical work owing to irregularities, inaccuracies and omissions which occur.

2. Recent examinations of ships' magazine logs have necessitated attention being called to the following irregularities, which can only occur through lack of attention to the regulations, viz. :—

### *Naval Magazine and Explosives Regulations.*

- |   |                              |
|---|------------------------------|
| (a) Magazine keys drawn twice or more in one day, but no additional inspections recorded. | Articles 89,<br>121 and 124. |
| (b) Keys drawn for prolonged periods ... ..   | Article 86 (3).              |
| (c) Drawing of magazine keys by unauthorised persons ...                                  | Article 86.                  |
| (d) Incorrect bunching of keys ... ..   | Article 85.                  |

3. The following more important inaccuracies or omissions have been noted :—

### *Naval Magazine and Explosives Regulations.*

- |  |                          |
|--|--------------------------|
| (a) Omission to record the daily inspection of compartments containing explosives.   | Articles 120<br>and 124. |
| (b) Date on which outfit of ammunition was supplied, and date it is due to be landed under Article 300 incorrectly recorded. |                          |
| (c) Indifferent keeping and writing up of records and certificates, particularly “List of Cordite Lots, etc.”                | Article 82.              |
| (d) Testing of electrical hand lamps not recorded ... ..   | Article 170(5).          |

4. The attention of Explosives Accounting Officers is called to Article 8, Naval Magazine and Explosives Regulations, as regards recording Admiralty Fleet Orders or other Orders affecting explosives under their charge. The following procedure should be carried out :—

*S.285A, pages XIV and XV ; S.285B, pages XI and XII.*

Columns 1, 3, 5, 6, 7 and 8 as at present.

Column (2).—To record any Orders affecting explosives and the serial numbers of all Admiralty Fleet Orders received during the month.

Column (4).—To record the numbers of Admiralty Fleet Orders or other Orders affecting explosives on board not complied with up to the last day of each month.

5. The attention of all concerned is called to the above irregularities and errors and to the necessity for accurate records in the Magazine logs. Particular attention is called to Appendix II of the Naval Magazine and Explosives Regulations as regards the Instructions for “Small Ships.”



**2080.—British Empire Typewriters—Repair Agents**

(Sta. 7016/36.—20.8.1936.)

The undermentioned shews the list of agents for the repair of Empire Typewriters.

*Branches or Agents of British Typewriters, Ltd., at Home*

Belfast ...	...	The Typewriter Stationers, 7, Donegall Square, West.
Birmingham ...	...	British Typewriters, Ltd., High Street, West Bromwich.
Bristol ...	...	P. J. & R. J. Holloway, 31, Bushy Park.
Bournemouth ...	...	Guarantee Typewriter Co., 2, The Triangle.
Cardiff ...	...	Miss M. A. Rooke Jones, 91/2, St. Mary Street.
Cambridge ...	...	John Moore, 12, Pembroke Street.
Dover ...	...	Kent Typewriter Co., 28, Castle Street.
Edinburgh ...	...	Alex. Mitchelson, 60, Frederick Street.
Glasgow ...	...	A. A. Brand, 80, Buchanan Street.
Ipswich ...	...	Batson & Co., 17/19, Cornhill.
Leeds ...	...	Re Manufacturing Typewriters, Ltd., 18, St. Paul's Street.
Liverpool ...	...	H. Jenkinson & Co., Ltd., 42, Tithebarn Street.
London ...	...	77, Queen Victoria Street, E.C.4.
Manchester ...	...	Office Equipment Co., 6, Railway Approach, Oxford Road Station.
Newcastle ...	...	H. Crowe, 100, Grey Street.
Norwich ...	...	12, Pembroke Street, Cambridge.
Nottingham ...	...	Nottingham Typewriter Co., 38, Bridlesmith Gate.
Plymouth ...	...	Imperial Typewriter Co., 4, Tavistock Road.
Portsmouth ...	...	Yelf & Co., 14, Middle Street.
Rochester ...	...	Geo. Summers, 270, High Street.
Salisbury ...	...	Guarantee Typewriter Co., Phoenix Buildings, Market Square.
Weymouth ...	...	Board Bros., next Guildhall.

*List of Agents Abroad*

Union of South Africa	Horters, Limited.
	Head Office—
	Leader Building, Harrison Street, Johannesburg.
	Also at—
	Rand Club Building, 98, Commissioner Street, Johannesburg.
	Horter's Corner, Stanley House, Commissioner Street, Johannesburg.
	Wemmer House, Wemmer Industrial Township, Johannesburg.

*Branches at—*

Pretoria ...	...	Lewis Building, 257, Market Street.
Bloemfontein ...	...	Shapiro's Buildings, 90, Maitland Street.
Capetown ...	...	130-134, St. George's Street.
Port Elizabeth ...	...	Aegis Buildings, Main Street.
Durban ...	...	Yorkshire House, 55, Field Street.
Salisbury ...	...	Feredays' Buildings, Manica Road.
Bulawayo ...	...	Willoughby's Buildings, 23 and 23A, Selbourne Avenue.
Ceylon ...	...	Brown & Co., Ltd., Box 200, Colombo.
Madras ...	...	P. Orr & Sons, Ltd., Mount Road.
Malta ...	...	Anastasi & Sons, Strada Reale, Valletta.
Netherlands East Indies		Aarsen & Co., Lombokstraat 22, Bandoeng, Java, D.E.I.
Australia ...	...	R. J. Forbes, 48, Elizabeth Street, Melbourne.
Jamaica ...	...	D. L. Morris, 112, Tower Street, Kingston, Jamaica, B.W.I.
Burma ...	...	N. A. Naganathan, 338, Dalhousie Street, and 50, 49th Street, Rangoon.
Norway ...	...	G. Mjllner, Rosenkrantzgt, 15, Oslo.

2. For other makes of machines, where the agent of the company is not known, application should be made to the Admiralty (Stationery Branch) for instructions as to where machines are to be sent for repair.

3. The make and factory numbers of machines should be quoted in all correspondence concerning them.

## 2081.—Telegraphic Regulations—Special Orders applicable to H.M. Naval Service

(M. 3346/36.—20.8.1936.)

### GOVERNMENT TELEGRAMS.

Attention is called to the following regulations respecting Government telegrams, especially to regulations (iii) (b), (iv) and (vi):

- (i) A telegram on Government service must be certified as such by the sender in the space provided in the right-hand top corner of the form.
- (ii) Only Officers of the Crown whose salary is wholly provided for out of an Annual Parliamentary Vote are entitled to send a telegram on Government service without payment.
- (iii) The following classes of telegrams, amongst others, even when arising out of matters connected with the Service, are not allowed to be sent as on Government service without payment; they must in all cases be paid for as private telegrams:—
  - (a) From the sender to a member of his family, advising his detention at the office on official business.
  - (b) Ordering sleeping or other accommodation at hotels or elsewhere for Officers of the Crown travelling on the public service.
  - (c) Advising an official superior of illness, except in case of urgency, when immediate steps have to be taken to provide for the duties of the sender.
  - (d) Requesting leave of absence.
  - (e) Sent by members of an Officer's family, or others, on that Officer's behalf.
- (iv) A telegram must be sent only when a communication by post will not be quick enough.
- (v) The utmost brevity consistent with clearness must be used in framing Government telegrams; needlessly long telegrams hinder the transmission of other telegrams.
- (vi) A communication of a private nature must be excluded from a Government telegram and paid for as a separate message.

### MESSAGES TELEPHONED TO POST OFFICES FOR DESPATCH AS TELEGRAMS.

2. The sender of a Service message is to inform the Post Office operator that the message is being sent as O.H.M.S., and is on Admiralty service, and the sender is to furnish his name and rank as evidence that he is entitled to send official telegrams without prepayment. The cost of telegrams so dictated as O.H.M.S. is charged against the Admiralty. All proper names and difficult words should be spelled, spelling by analogy being resorted to in cases of words and letters having similar sounds.

The operator will read over the telegram on completion, and the repetition should be carefully checked to eliminate errors. The above instructions apply only to messages telephoned to Post Offices for despatch over the public telegraph lines. They do not apply to phonograms sent over the Admiralty private telephone lines.

When a private telegram is sent by telephone the operator is to be informed to that effect at the time the message is accepted. Private telegrams sent over public lines are not to be certified as official, and are to be paid for.

### REPLY-PAID TELEGRAM VOUCHERS.

3. In cases where a reply-paid voucher is received with a telegraphic inquiry, the reply should invariably be sent on the reply-paid voucher, and not on an official form.

### REGISTERED TELEGRAPHIC ADDRESSES.

4. Any new telegraphic addresses that may be registered or submitted for registration should normally not consist of more than one word in addition to the necessary geographical particulars. Telegraphic addresses registered in Great Britain and Northern Ireland are to be reported to the Admiralty for cancellation when no longer required.

**2144.—Postagrams (P/G)**

(M. 04146/36.—27.8.1936.)

A postagram is a special postal message sent between Naval Authorities in home waters on occasions when the message need not reach its destination earlier than an ordinary letter posted at once. The system may be adopted on foreign stations, within the limits of the station, at the discretion of the Commander-in-Chief.

2. Except as regards method of transmission, postagrams are to be treated in all respects as L/T messages, *i.e.*, entered in the Cypher or Signal Log (and L/T Log, if kept) and circulated as L/T messages.

3. Postagrams should be used in preference to W/T or L/T messages whenever it is not urgently necessary for the recipient to take action on the same day as the message is despatched, but they are not intended to replace ordinary postal correspondence.

4. *Originators' Numbers.*—A separate series of originators' numbers is to be used for messages sent as postagrams. To distinguish this series the number is terminated by the letter "P."

5. To the *Time of Origin* of a postagram is to be added the day of the month.

6. *Forms to be used.*—Form S.575D should normally be used for postagrams, except those from the Admiralty, which will be sent on an Admiralty form headed "Postagram."

7. *The Authority for Despatch* of a postagram will be the same as for any other form of message, and postagrams must be signed by the officer authorising them. Postagrams despatched from the Admiralty will not be signed if they are "Admiralty" messages, but will bear in lieu a special stamp of authenticity. Departmental messages, *i.e.*, messages emanating from the Head of a particular department or branch (Director of Stores, Director of Dockyards, etc.), despatched from the Admiralty will be signed.

8. *Secret and Confidential Postagrams.*—Messages which would be despatched in cypher or confidential code as L/T or W/T messages may be sent in plain language as postagrams. They should be clearly marked "Secret" or "Confidential," as appropriate. Messages so marked are to be enclosed in two envelopes, the inner being marked "Secret" or "Confidential," and the outer "P/G" in block letters both on the front and back. They are to be sent by registered post.

9. *Non-confidential Postagrams* need only be enclosed in one envelope, which is to be marked "P/G" in block letters both on the front and back.

10. *Postagrams to and from the Admiralty.*—All postagrams sent from the Admiralty will be enclosed in two envelopes, the outer being an ordinary O.H.M.S. envelope addressed as a letter, but having "P/G" in block letters both on the front and back.

Postagrams to the Admiralty are to be addressed to "The Secretary of the Admiralty, London, S.W.1."

11. Arrangements should be made to ensure that postagrams are dealt with on receipt in the same manner as other messages, *e.g.*, more expeditiously than ordinary postal correspondence. The inner envelope of a secret or confidential message and a message from the Admiralty is to be handed unopened to the officer who would have dealt with the message had it been received by W/T or L/T.

12. In the case of multiple-address messages the notation "Addressed .....repeated....." is to precede the text, as explained in the Coding Instructions. This notation will apply whether the messages are transmitted as L/T or W/T messages or as postagrams.

(Also issued as A.F.O. S.151/36.)

## 2279.—Government Telegraph Code, Appendix (1935)— Naval Correction No. 4

(M. 3471/36.—10.9.1936.)

The following amendments are to be made in Part II of Appendix (1935) to the Government Telegraph Code :—

Page 60.

Under ALEXANDRIA delete :—

“ Base Defences, Mediterranean ... NAVYFENCE, ALEXANDRIA.”  
“ Rear Admiral ... ... NAVYCHARGE, ALEXANDRIA.”

Page 77.

Under HAIFA delete :—

“ R.N. Supply Depôt, Officer in Charge DASO, HAIFA.”  
“ Naval Officer in Charge ... ... RESNAVO, HAIFA.”

Page 97.

Under PORT TEWFIK delete :—

“ Naval Officer in Charge ... ... NAVYASHORE, PORT TEWFIK.”

Page 105.

Under SUEZ delete :—

“ Suez Canal Area, Senior British  
Naval Officer ... ... NAVYCHARGE, ISMAILIA.”  
“ Suez Canal Area, Naval Intelligence  
Officer ... ... NAVYNTTELL, ISMAILIA.”

(Naval Correction No. 3—A.F.O. 1572/36.)

(Also issued as A.F.O. S.157/36.)

## 2601.—O.U. 5365 (a), (b), (c), (d), and (e)—Priced Vocabulary of Naval Armament Stores—Revised Edition

(A.S. 6026/36.—22.10.1936.)

The Priced Vocabulary of Naval Armament Stores is in hand for revision, and will be published in five volumes as at present, covering the following stores :—

Part I (O.U. 5365a)—Ordnance B.L. and Parts, Small Arms and Parts, Side Arms, Aiming Rifles, Anti-Gas Stores, etc.

Part II (O.U. 5365b)—Ammunition, Pyrotechnics, Bombs, etc.

Part III (O.U. 5365c)—Torpedoes and Paravanes (non explosive), Spare Parts, etc.

Part IV (O.U. 5365d)—Depth Charges, Throwers, etc., with explosive and non-explosive stores. Torpedo and Paravane Explosive Stores and general Torpedo (demolition) Stores.

Part V (O.U. 5365e)—Mines, with their explosive and non-explosive stores.

2. The lay-out with regard to store sections will follow generally those in the current edition, but the rates included will be factory or cost prices *exclusive* of the departmental percentage charges, and a comprehensive memorandum included in the Vocabulary will show the additions to the rates shown in the Vocabulary to be made for repayment, etc., purposes.

3. Supplies of the different parts of the Vocabulary will be made as soon as they are available for issue to all concerned, without demand, to replace those at present held.

4. Part II will be issued shortly and will come into force as from 1st January, 1937. The dates when the remaining parts will come into force will, as the books become available, be notified by Admiralty Fleet Order.

**2814.—B.R. 125 and 131—Return of Copies**

(Sta. 7719/36.—19.11.1936.)

All two year-old copies of "Lloyd's Register of Shipping" (B.R. 125) are to be returned to the Naval Store Officer, Royal Victoria Yard, Deptford, by Services to which year old copies are being supplied.

2. Commencing with the distribution of the 1937 edition of the "Mercantile Navy List and Maritime Directory" (B.R. 131) year old copies are to be returned to Deptford annually.

**2921.—Books of Reference for R.N.R. and R.N.V.R. Accountant Officers**

(N.R./Sta. 7353/36.—3.12.1936.)

Accountant Officers, R.N.R. and R.N.V.R., desiring personal copies of certain books of reference affecting their duties may obtain them either direct from H.M. Stationery Office, Adastral House, Kingsway, London, W.C.2, or, during training, from the Accountant Officer of their ship as follows :—

(a) *From H.M. Stationery Office or from Accountant Officer of Ship.*

B.R. No.	Title.	Price.	Postage.
		<i>s. d.</i>	<i>d.</i>
31	K.R. and A.I., Vol. I ... ..	4 0	6
32	K.R. and A.I., Vol. II ... ..	2 0	5
32A	K.R. and A.I., Index ... ..	1 0	3
*5	Manual of Naval Cookery ... ..	3 0	2
*5(1)	Manual of Naval Cookery—Addendum No. 1.	0 4	1

These books are subject to a discount of 25 per cent. when purchased on board.

(b) *From Accountant Officer of Ship only.*

B.R. No.	Title.	Price.
		<i>s. d.</i>
*4	Instructions relating to the supply of Naval Stores ...	0 9
*4(1)	Instructions relating to the supply of Naval Stores— Addendum.	0 1
49	Naval Secretariat Handbook ... ..	1 10
93	Manual of Victualling ... ..	4 6
93(1)	Manual of Victualling—Addendum No. 1 ... ..	0 7
97	Manual for Officers' Stewards ... ..	0 6
*11	Court Martial Procedure, Admiralty Memo. on, including N.D.A.	3 6
	Court Martial Procedure, Admiralty Memo. on, in- cluding N.D.A.—Addendum No. 2.	0 4

*Note.*—Revised editions of books marked \* will probably be available in 1937, and B.R. 93 will probably be revised in 1938.

**3128.—***Issued Confidentially.***3135.—Revised Forms for Lists of Portable Fittings, Spare Gear, etc., in Charge of Boatswain**

(N.S. 8174/36.—31.12.1936.)

Consequent on the abolition of Form D.6d—List of Fixtures in Charge of the Boatswain—an enclosure to Form D.789 (Memorandum for Boatswain) has been introduced and printed, showing—

(a) particulars of descriptions of canvas to be used in the manufacture of canvas articles;

(b) scale of allowances of certain canvas articles.

2. In cases where the Form D.789 has already been supplied, requirements of the enclosure should be obtained direct from the Naval Store Officer, Royal Victoria Yard, Deptford. Future supplies of Form D.789 will include the enclosure.

(A.F.Os. 3026/35, 231/36.)

**3136.—Revised Forms for Lists of Portable Fittings, Spare Gear, etc.**

(N.S. 1845/36.—31.12.1936.)

The following revised forms have been sent to press, and supplies are expected shortly.

Form D.790—Memorandum for Gunner.

Form D.791—Memorandum for Torpedo Warrant Officer.

2. Requirements should be obtained direct from the Naval Store Officer, Deptford.

(A.F.Os. 231/36, 2134/36, 2181/36.)